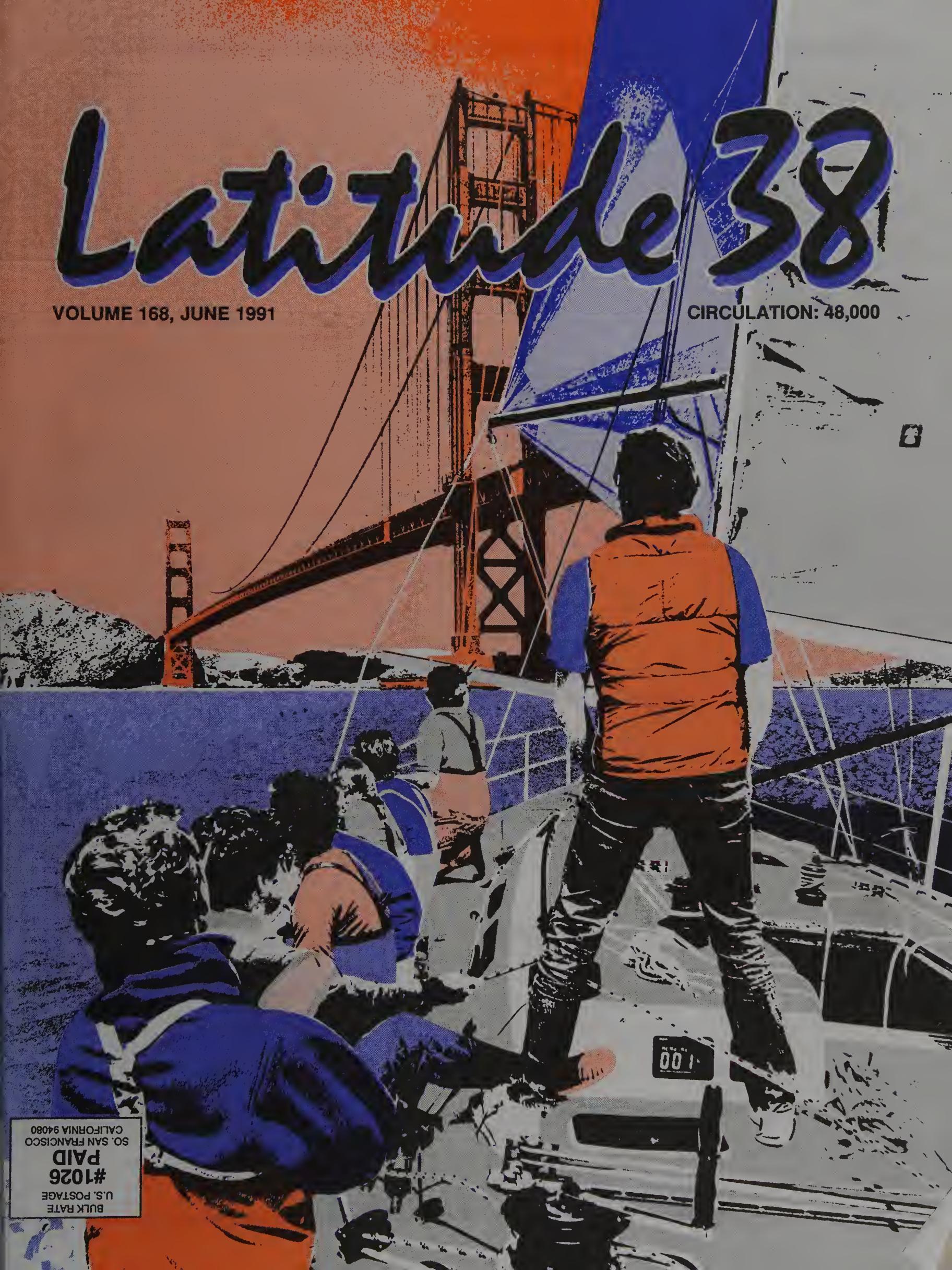


Latitude 38

VOLUME 168, JUNE 1991

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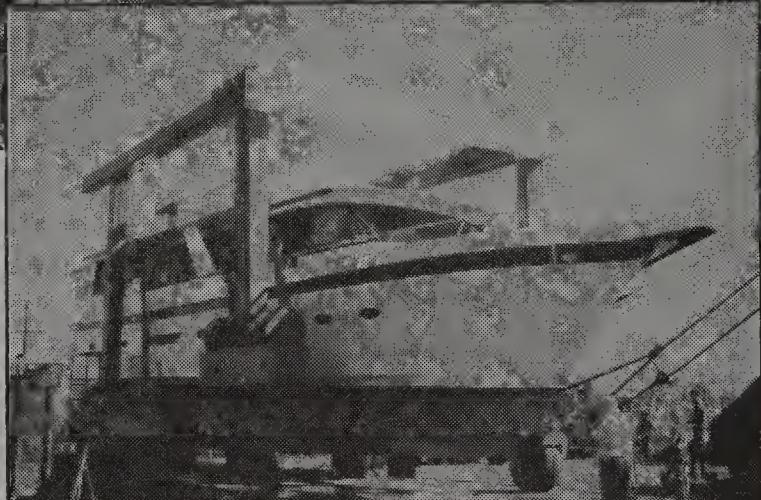
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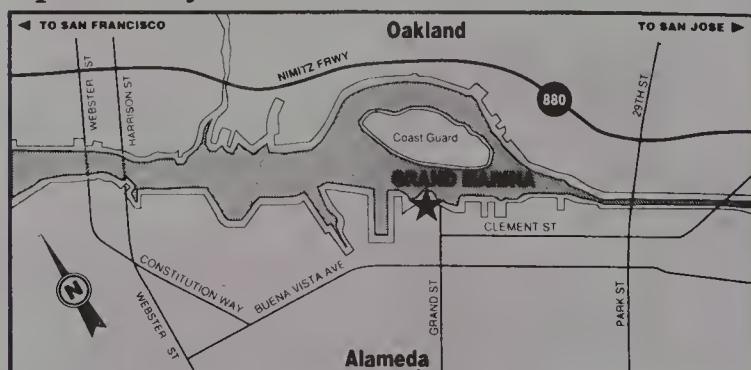
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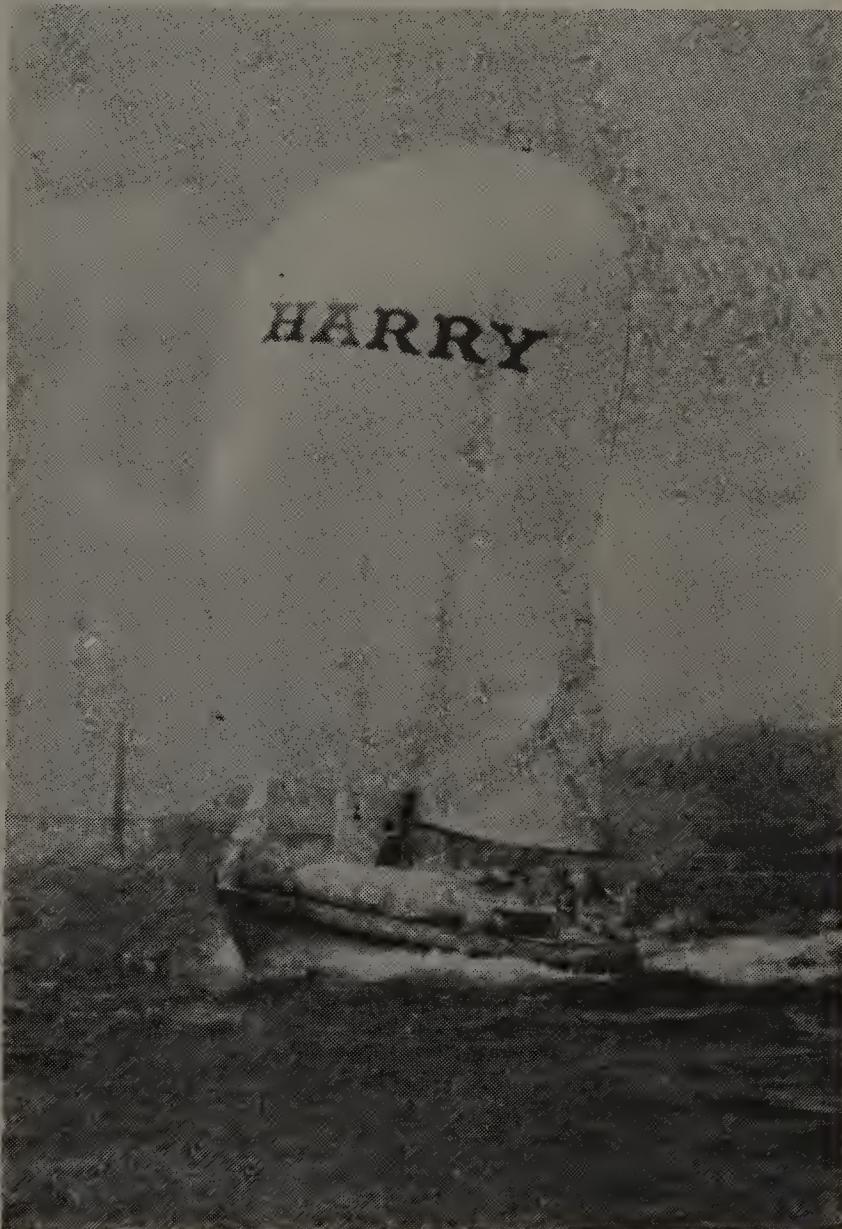
Mom, Dick and "Harry"

"Harry," Dick Aronoff's Newport 30II, started the season off right, winning the Vallejo weekend in a one-design fleet of eleven boats.

Dick's inventory of Pineapple sails has powered "Harry" through scores of Bay races, dozens of local ocean races and numerous long-distance races. The speed and durability built into each sail have kept Dick coming back to Pineapple year after year. (Dick's latest spinnaker was last year's birthday present from his mother.)

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PERFORMANCE: From the Admiral's cup to the Whitbread Around the World race Beneteau has achieved outstanding results in grueling offshore racing events. Perhaps a more important measure of performance is the extreme owner loyalty and satisfaction which Beneteau has earned by building superior boats and taking care of every single owner if a problem arises.

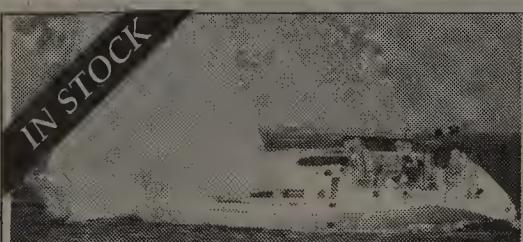
STANDARD FEATURES: No other boats have as much high quality equipment and standard features as the Beneteaus.



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First 53f5	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 45f5	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 41s5	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 38s5	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 35s5	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 32s5	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 310	Std.	Opt.	Opt.	Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 500	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 430	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 390	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 370	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 350	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	

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COVER PHOTO: Latitude/Rob

'Heart of Gold' takes aim at the Golden Arches.

Graphic Design: Karen Toms

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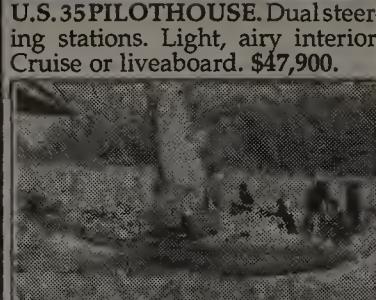
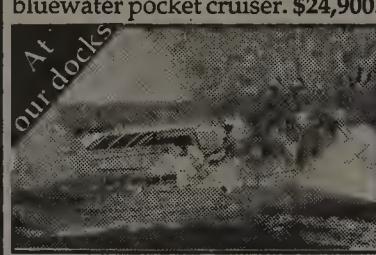
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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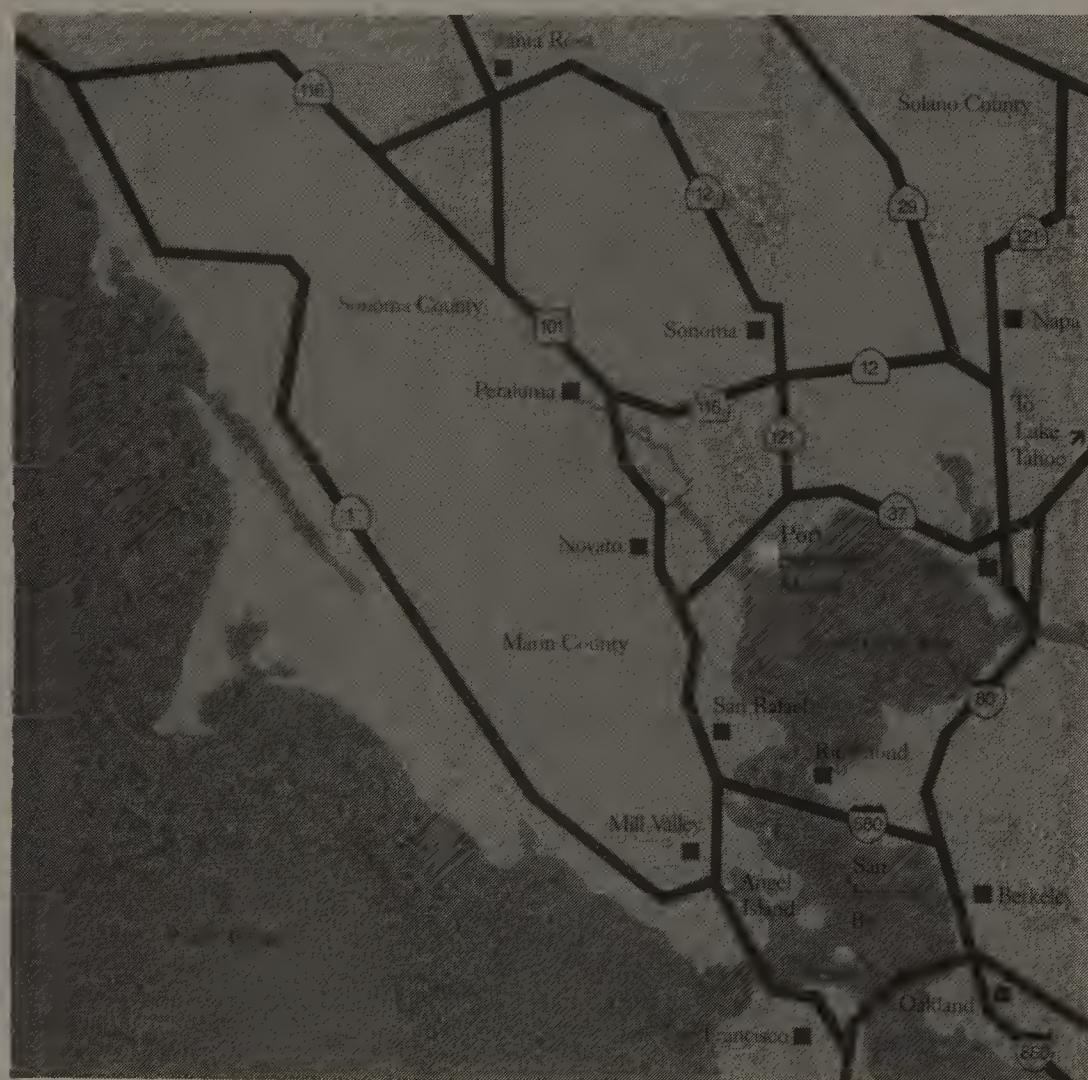
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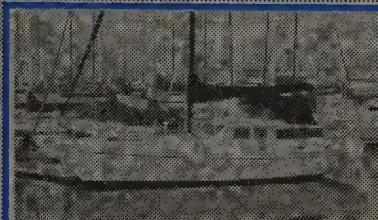
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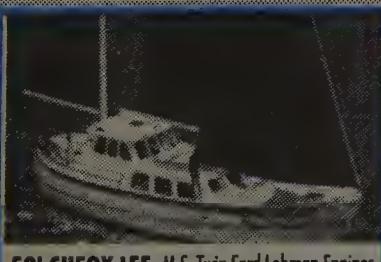


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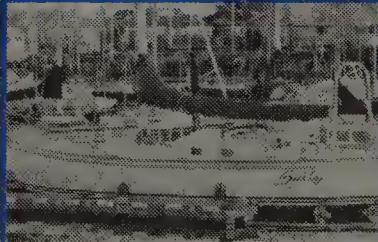
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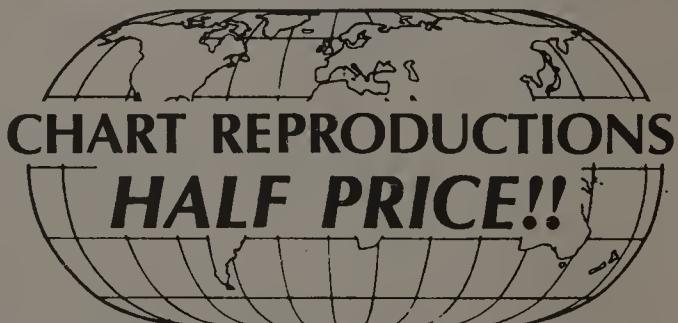
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27' SANTA CRUZ	13,900	35' HUNTER LEGEND	74,000
28' NEWPORT	2 from 12,500	36' ISLANDER	39,500
29' ERICSON	3 from 16,500	37' MASON	85,000
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30' BRISTOL	30,000	40' CHEOY LEE offshore	69,500
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30' FREEDOM	59,500	41' CORONADO	49,900
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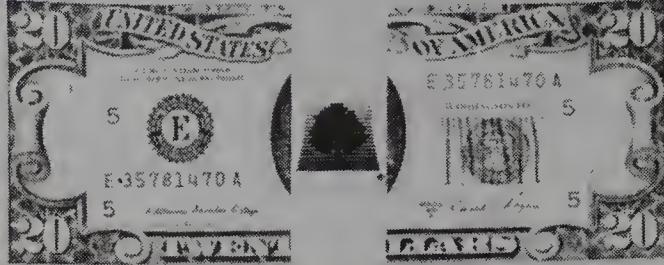
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7 sails including 2 spinnakers.

**'82 FLYING DUTCHMAN
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The Benchmark pocket cruiser.
Ready to turn left at the gate.

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This is a "10".

'81 NONSUCH 30' CATBOAT
Easy to sail, easier to move
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Speed... Comfort.
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Customized, well thought
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Outstanding downwind
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WEEKEND

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**'83 HANS CHRISTIAN
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"Down Gally" motorsailer.
Four star condition.

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• 40' CL OFFSHORE	69,500
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• 38' MORGAN	89,000
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CALENDAR

Nonrace

June 2-8 — National Safe Boating Week. 'Nuff said.

June 5, 8, 19, 22 — Bay Model in Operation. Worth a visit if you want to understand the Bay's quirky tidal habits. U.S. Army Corps of Engineers (Sausalito), 332-3871.

June 8 — Encinal YC Women's Sailing Program invites women of all skill levels for a 'fun sail' around the Bay starting at 10 a.m. "Come learn more about our program," say Mary-Louise Higgins (748-0289) and Deborah Lage (655-0908).

June 15 — Sausalito Boatbuilders' Co-op Open House, 9 a.m. to noon at 2350 Marinship Way. For anyone interested in space for boat projects and shop use. Check out the facilities and meet the current members. Martin Burger, 331-5927.

June 15-16 — The Great Isleton Crawdad Festival. Held in the heart of the Delta; co-sponsored by the King of Beers; dancing and "shoot-em-ups" in the streets; crawdad races; parade and carnival; and more. Any excuse for a party! Charli Hand, (916) 777-6033, or Happy Frank, 782-7379.

June 16 — Cal 2-27 Fleet Brooks Island Father's Day Cruise. Barbecue and frisbee on the beach beginning at 11 a.m. Gary Albright, 284-1694.

June 21 — Summer Solstice, i.e. the longest day of the year. Use your boat!

June 22-23 — Ericson 27 Cruise-In and BBQ at Ayala Cove. Craig Haggart, (408) 739-1904.

July 12-14 — Passport Regatta and Rendezvous on San Francisco Bay. Friday evening potluck dinner; racing on Saturday; 'major social event' Sunday. Jere Patterson, (408) 371-9400.

July 18, 1792 — John Paul Jones, one of the original rockstars of the American Navy, succumbs to a triple whammy (bronchial pneumonia, jaundice and nephritis) at the age of 45. Jones, the number one match racer of his day, was best known for his brilliant tactics during the Revolution. His most famous line ("I have not yet begun to fight") was uttered when trailing the British *Serapis* at the weather mark during a North Sea Challenge Cup; despite some major crash and burns, JP rallied the crew on his smaller *Bonhomme Richard* to pull off an epic come-from-behind victory.

July 20-21 — Fantasia 35 and Anastasia 32 Raft-Up at Clipper Cove (between Treasure Island and Yerba Buena Island). Potluck dinner, seas stories and general sharing of ideas. Jennifer Gallear, 523-4388 (days).

Racing

June 1-2 — Island-to-Island Race, sponsored by Andreas Cove YC and Bruno's Island. From the confluence of Seven Mile Slough and the San Joaquin River up to Angel Island and back. Jim Garvine, (916) 989-3565.

June 1-2 — Etchells 22 Pacific Coast Championship on The Circle. San Francisco YC, 435-9133.

June 1-2 — Mt. Tam Wham Bam, sponsored by Encinal YC, Gary Helms Yacht Center and Corsair F-27 Yachts. Kicks just keep getting harder to find. . . Uncle Dave Fairless, 865-6427.

June 8 — Farallones Race. You got the right one, baby, uh huh. San Francisco YC will fire the guns; YRA (771-9500) will answer your questions and take your money.

June 8-9 — Go For the Gold Regatta at Scotts Flat Lake (Nevada City, CA). A golden opportunity for dinghy sailors. Gold Country YC; Jeremy Gicker, (916) 477-7853 or (916) 268-0236.

June 8-9 — Soling/SC 27 Invitational at Santa Cruz YC. Solings call Gil Smith (408-426-3276); Suitcase 27s call Jim Livingston (408-427-1387).

June 9 — Spring Score #3. Santa Cruz YC, (408) 425-0690.

June 15 — Delta Ditch Run, a cheap (\$25, or just 38 cents a mile) 65-mile run up to Stockton Sailing Club. A feeder race for the South Tower Race, or a great way to kick off a Delta cruise. Spon-

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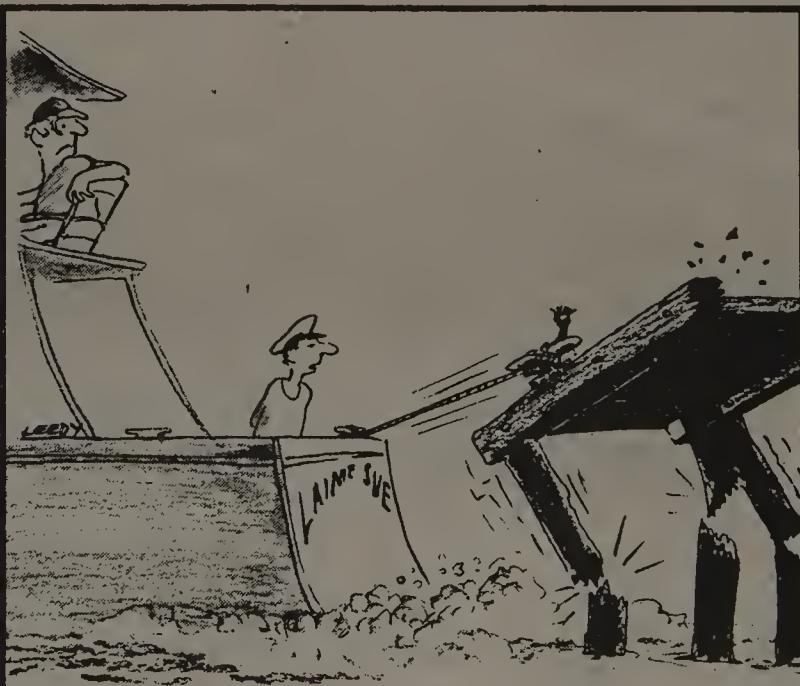
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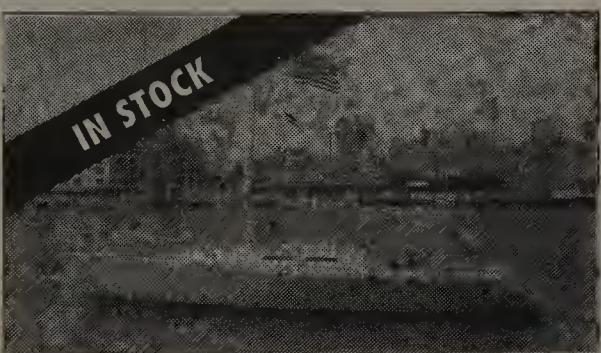
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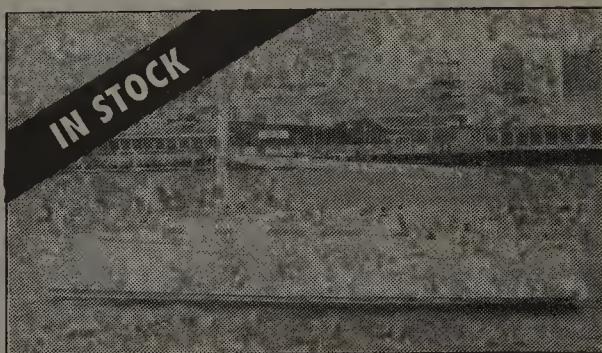
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~ See The Boats at Our Dock ~

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A custom project by Chris Corlett. Delivered just prior to 1990 Big Boat Series, this true rocer cruiser was roce optimized with foired hull, keel and rudder, and customized deck layout and hardware. BBS class winner with very complete race and cruise inventory. Better than the day it was delivered, can now be purchased below replacement value given price increase and no luxury tax!

**1976 PETERSON 36 Audacious**

Great Club racer/cruiser. PHRF or Yacht Club cruiser.
Maximum pleasure for the money.
Only \$23,000.

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SAIL	8.7 Meter Columbia '77	19,950	POWER
* 24' J Boat '79-'81	4 frm 9,800	* J-35, '84	74,500
24' Captiva '86	12,000	35' Pretarian '82	84,500
25' Santana '79	8,500	* 35' Santana '80	44,000
26' Capo '84	20,000	36' Islander, '72-6..3 frm 38,500	
J-27, '85	24,000	36' J-Boat, '81	55,000
* 27' Express '83	23,000	36' Margan, '83	39,000
* J-29, '83	2 frm 25,000	36' Peterson, '76	23,000
* J-30, '79	36,000	* 37' Express, '86	2 frm 82,500
30' CS, '86	53,000	37' Schumacher '86	Call

24' Bayliner '87	22,000
32' Chris Craft, '61	16,000
34' Nautiline, '73	25,000
38' Chris Craft '62	45,000
43' President '81	150,000

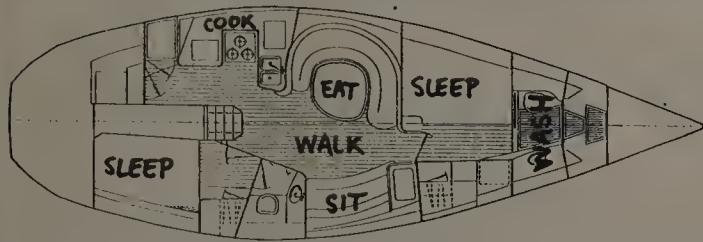


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Catalina Yachts

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Larger aft galley, larger aft cabin, more storage throughout, improved U-shaped dinette, faster, bigger, stronger, EXCELLENT liveaboard interior...batten the hatches... same price as the out-dated model... WONDERFUL!

CATALINA/YACHTS
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- ★ Catalina Yachts has built over 40,000 (forty thousand!) sailboats while most other builders have made maybe a few hundred, maybe a thousand or two...
- ★ Why? Value, reliability, durability, value, performance, fun, quality, and, of course, value.
- ★ Catalina's new Capri 37 racers took the top ten places in the 1991 congressional cup!
- ★ "Rumbottle", a Catalina 30, has rounded Cape Horn (Avast, Ye swabs) and continues its circumnavigation...for details of the "Rumbottle Voyage", see this month's *Mainsheet* magazine... AHOY MATES.

STOP
THE PRESSES!
LEAVE YOUR CHECKBOOK
AT HOME!

Wait!

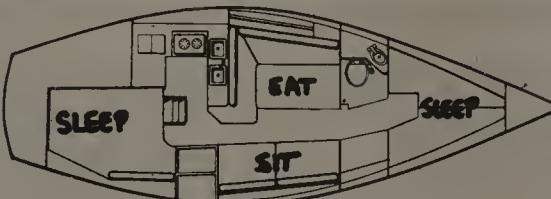
Don't buy that
remodeled "Brand X"
PS 25' - PS 42' Sailboat...
2 new models are coming soon from...

Catalina Yachts

MORGAN MARINE
41 • 45

NON SUCH
26 • 30 • 33 • 36

HOT DEAL! 1991 CATALINA 30



Make Offer! Shiver me Timbers!
Our dealer demo/Display/Stock C30 must go to
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new (secret) Catalinas... Coming soon... But...
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22' CATALINA, '90	NEW	109,000
39' ERICSON 39B		49,500
38' CATALINA, 1984		54,950
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36' CATALINA, 1984		58,500
36' CATALINA, 1983		49,900
35' NIAGARA, 1981		63,500
34' CATALINA, 1988		63,750
32' ERICSON, 1970		21,000
31' CAL, 1979		24,500
30' NONSUCH, 1986		95,000
30' CATALINA, 1983		34,500
30' CATALINA, 1981		28,000
30' CATALINA, 1980		26,500
30' CATALINA, 1978		24,900
30' CATALINA, 1978		20,500
30' O'DAY, 1977		21,500
30' CORONADO, 1970		15,950
27' ERICSON, 1979		17,500
27' CATALINA, 1986		19,900
27' CATALINA, 1981		15,000
27' CATALINA, 1977		9,000
27' CATALINA, 1976	OFFERS	
27' COLUMBIA 8.3, 1977		16,900
26' NONSUCH, 1987		59,000
26' NONSUCH, 1982		45,000
26' PEARSON, 1976		8,000
25' CATALINA, 1983		13,995
25' CATALINA, 1979		9,500
25' O'DAY, 1976		8,000
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22' CAPRI, 1987 w/trlr		9,300



**CATALINA 36. LIVEABOARD INTERIOR,
EXCELLENT SAILER. 2 FROM \$58,500.**



**CATALINA 34 '88 THE BEST LISTING
WE'VE GOT, LOADED, CLEAN. \$63,700**



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THIS ONE REALLY SAILS. SPLICE THE NAM-
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**CATALINA 27. NEW LISTING 1986. READ
PAGE 143, APRIL '91 LATITUDE 38 AND CALL.**



**CATALINA 38, '85 UNQUESTIONABLY
THE BEST CATALINA 38 EVER BUILT. EVER-
THING IS PERFECT. CALL NOW!**

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SAIL	... SAN MATEO
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25' CATALINA '78 w/trlr	12,995
25' CATALINA '83 w/trlr	13,995
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27' CATALINA '78	Reduced 12,900
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28' HAWKFARM '761 design	24,995
29' ERICSON '72, loaded	18,995
29' RANGER '71 Mini	18,995
30' CATALINA '80	27,500
30' CATALINA '82	Pending
30' LANCER '84	Reduced 25,995
30' MORGAN '77	23,995
31' MARINER '70 ketch	27,900
31' IRWIN '84	47,995
34' CATALINA '87 new listing	58,500
34' CAL '70	23,500
35' BALISTIC '86 new listing	135,000
35' ERICSON '75	35,000
35' NIAGARA '81	69,995
36' PEARSON '81	69,995
36' CATALINA	4 from 49,900
38' CATALINA '81	49,995
40' NAUTOR '70 new listing	64,995
42' CATALINA Demo/warranty	109,000
43' COLUMBIA '71	68,995
44' PETERSON '78 ctr cockpit	109,500
47' PASSPORT '85 ctr cockpit	224,995
48' C&C LANDFALL '80 reduced	99,000
51' BALISTIC '82	435,000

* Just listed, built 1982. CATALINA 36, loaded, really nice boat. Call Now 63,995

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The Sport Cruiser of the 1990's

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With today's doubt about the virility of our American industries, it is a joy to point out the success of a company like Corsair Marine. Starting out in business when most boat building companies were going out of business, Corsair has just finished their 250th boat.

Their product, the F-27, embodies the American spirit to build their boat to the highest standard using the best available technology and never accept second rate. Obviously, their ideas paid off. You might ask yourself - Why is the F-27 class growing while others are shrinking? The F-27 is fast, strong, stable and safe.

FAST

With sailing speeds of 25+ knots the F-27 can blow past a J-44 or out-surf a Santa Cruz 50. Not bad for a "family cruiser". (Cruising she goes about 55 on the highway!) The fastest growing one-design fleet in America, the F-27 offers super high performance and an exciting new class unlike any other.

STRONG

Strongly engineered, the F-27 is made of state-of-the-art materials. Both the Atlantic and the Pacific Oceans have been crossed by owner-sailed F-27s, yet at 2,600 pounds, the F-27 can be towed by an average-size vehicle. Drawing only 14 inches of water, the F-27 can go where no other sailboat would dare! And the F-27 can be pulled right up on the beach . . .

STABLE

Because the F-27 sails nearly level and has a roomy cruising interior, she makes a great family sailboat. And because the F-27 is trailerable, you can cruise wherever you want. Set-up time is about 20 minutes.

SAFE

The F-27 is made of space-age, light but strong materials. F-27s were designed to be strong enough to cross open oceans.

NOW
20 BOATS
IN THE
AREA

FAST!!

The F-27 Towing A Water Skier At 16+ Knots!



Skipper Bob Dixon raced the F-27 Superfox to a first place finish on corrected time in the recent San Francisco to Hawaii Solo Transpac.



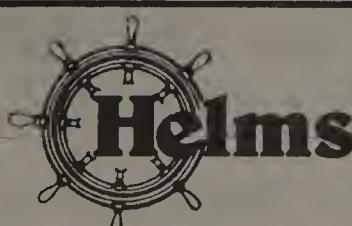
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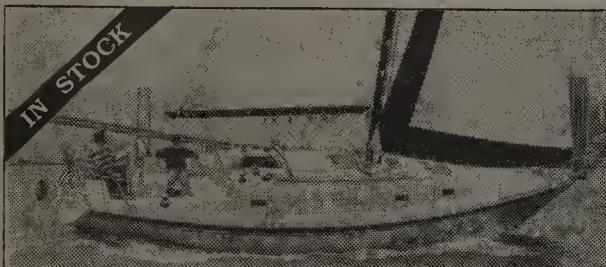
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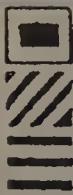
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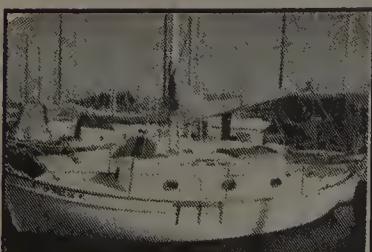
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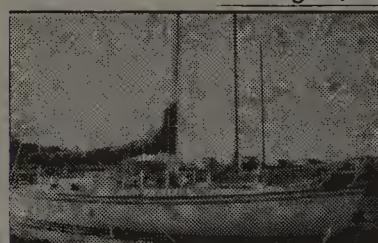
28' NEWPORT, 1981. Clean, diesel,
dodger, 2 jibs.
Asking \$20,000



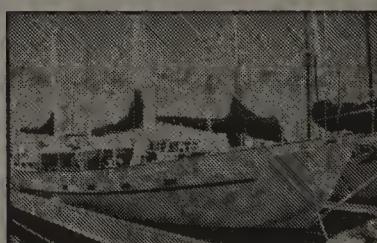
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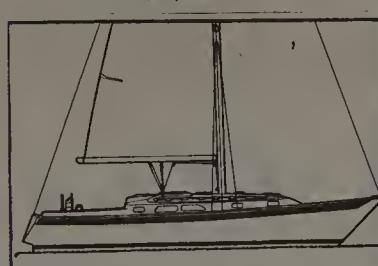
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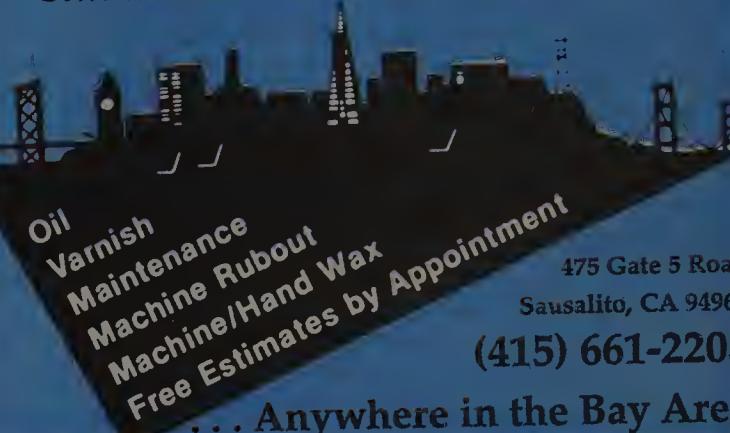
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CALENDAR

sored by Richmond YC, Stockton SC and MORA. John Dukat, 522-1396 (nights).

June 15 — South Bay YRA race sponsored by Sierra Point YC. Ed Rank, 462-6315 (home).

June 15 — Spring One Design #3. SCYC, (408) 425-0690.

June 15 — SSS In-the-Bay Race, an astutely named event for single or doublehanders. Sponsored by the Singlehanded Sailing Association; Pat Zajac, 232-9965.

June 15-16 — StFYC Woody Invitational. The big one for the wooden boat crowd. St. Francis YC, 563-6363.

June 15-16 — North Bay Series Weekend #2. Hosted by Martinez YC; Gary Cicerello, (707) 552-3368.

June 15-16 — Clear Lake Regatta: good sailing, good camping and good late-night mini-golf at the Konocti Harbor Inn. The highlight of the SBRA circuit. Diablo Sailing Club; Russ Breed, 341-5192 (home).

June 20-23 — U.S. Fireball National Championship. Richmond YC, 237-2821.

June 21-22 — 19th Annual South Tower Race: a 140-mile tour of the Bay and Delta. "A completely study race," says rockstar Hiram Gunn. For boats 22 to 50 feet long, with one design starts for Olson 25s and F-27s. Stockton Sailing Club; Pat Brown, (209) 951-5600.

June 21-23 — 7th Annual Audi/North Sails Race Week in Long Beach. One design racing for J/35s and Schock 35s, as well as excellent PHRF racing for boats rating between 24-174. Bruce Gollison, (213) 438-1166.

June 22 — Midnight Moonlight Maritime Marathon, a fun and generally easy night sail from Raccoon Strait around the Carquinez Bridge and back. San Francisco YC, 435-9133, or Bob Christensen, 456-1958.

June 27-29 — The 36th TransPac Race, sponsored by the Kenwood Corporation. The pinnacle of West Coast distance racing. TransPacific YC; Tom Witherspoon, (213) 429-8324.

June 29-30 — Highwater Regatta at beautiful Lake Almanor (near Lassen Volcanic National Park). La Presa Grande YC; Liz Richmond, (916) 259-4654.

June 29 — 40th Boreas Race, an 83-mile downwind race sponsored by Elkhorn YC and Oakland YC. A good tune-up for serious Catalina Race efforts. Lyn Hayes, (408) 633-3105.

June 29-30 — "24 Foot Regatta" for J/24s and Wabbits. Short course racing on the Estuary, inner tube racing in the pool and a barbecue. Co-sponsored by Diablo Sailing Club and Encinal YC; John Gulliford, 820-2953.



CHARLES TURNER

Race Tip #1: Don't hit the marks.

July 6 — 24th TransTahoe Regatta. Hosted by Tahoe YC (Homewood), this event drew 70 boats in three divisions last year. The "MIR" rule is in effect this year, which we figure means "Must Imbibe Rum" (the Pussers' Painkiller Party and awards ceremony is the next day, July 7). "Tell everyone we've dredged the marinas, so all size boats can sail," says John Utter, (702) 329-3106.

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Elliott 35 (89)	\$74,000
S.C. 50	2 from \$169,000
Davidson 56 (88)	\$335,000
Elliott 56 (89)	\$425,000

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Ross 40 (83)	\$110,000
Warwick 50 (85)	\$245,000
Elliott 56 (87)	\$305,000

Alajuela 33	\$45,000
Morgan 33	\$39,500
Hunter 34 (83)	\$39,500
Hunter 35 (89)	\$74,000
Davidson 37	\$75,000
Clark 72 (87)	\$1,620,000



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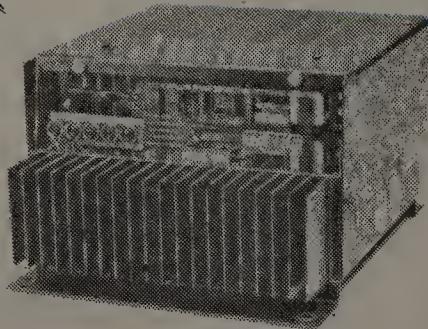
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CALENDAR

July 6-7 — High Sierra Regatta on Huntington Lake. Fresno YC; Francis Samson, (209) 435-5547.

July 7 — Oakland-Catalina Race. Tony Fraga, 865-3994.

July 7 — PICYA Chispa Cup (El Toros and Lasers). Richmond YC, 237-2821.

July 7 — Independence Day Regatta. Lake Merritt SC, 444-3807.



CHARLES TURNER

Race Tip #2: Don't hit other boats.

July 7-12 — St. Francis YC 1991 Annual Junior Symposium at Tinsley Island. A week of intensive sailing instruction for youngsters ages 15-20. StFYC, 563-6363.

July 13-14 — High Sierra Regatta on Huntington Lake, Pt. II. Fresno YC; Francis Samson, (209) 435-5547.

July 13-14 — NCYSA Full Circle Junior Regatta, co-hosted by SFYC and CYC in Tiburon. Corporately sponsored El Toro and Laser racing to benefit children of the Full Circle Programs. Susan Little, 499-3320.

July 19-21 — Moore 24 PCCs at Huntington Lake (a tune-up for the Moore 24 Nationals in Santa Cruz on August 7-10). "Lower your salt intake," advises Joel Verutti, (408) 623-2532.

July 20 — Seventh Annual Plastic Classic Regatta and Concours d'Elegance. The place to be for all '60s vintage fiberglass sailboats. Sponsored by the Bay View Boat Club and the Islander Bahama Fleet. John Super, 626-7757.

July 20 — Singlehanded Race on Lake Folsom. Mark Dawson, (916) 363-0726.

July 20-21 — Area G Semi-Finals for the USYRU Adams (Solings) and Mallory (Thistles) championships. Richmond YC; Anne or Hal McCormack, 892-7177.

July 20-21 — Silver Eagle Race: a 75 mile tour of the Bay for mono and multihulls. Same course as last year, i.e. the windward mark will be Blackaller Buoy instead of Bonita. Island YC; Ray or Marcine Osborn, 537-4548.

July 20-21 — PICYA Regattas. The Lipton Cup (IMS boats over 33 feet), the Little Lipton (J/24s) and the Larry Knight (PHRF 96-150 for 'real' boats only). Sponsored by PICYA; hosted by the StFYC. Tom Allen, 474-7474.

July 21 — United Way "Day on Monterey Bay" Regatta. Santa Cruz YC, (408) 423-0690.

July 26-28 — Santana 22 Nationals at Santa Cruz YC. Len Fiock, (408) 269-3845.

July 26-28 — Nagy Team Race Series at Tinsley Island. Held in Lasers; open to kids under 20 years old. StFYC, 563-6363.

July 27 — Gracie & George Race, a low-key 'Jack and Jill' contest (Jill steers) sponsored by Encinal YC. Shirley Temming, 832-4247.

Beer Can Races

BENICIA YC — Thursday Night Series (every Thursday through August). Dick Fox, 372-6636.

BERKELEY YC — Friday Night Series (through September 27). Absolutely free. Paul Kamen, 540-7968.

COMING JULY 27...



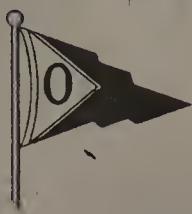
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When famed author Jack London was an Oakland Yacht Club member, monthly dues were \$1.

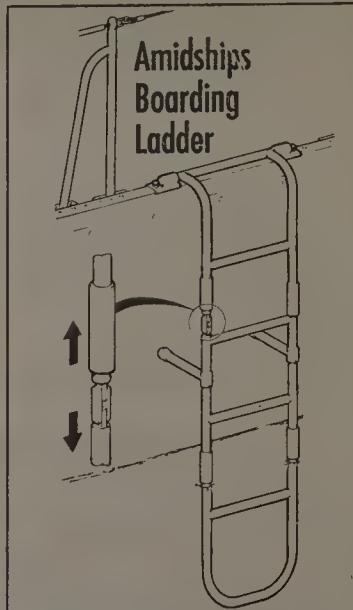
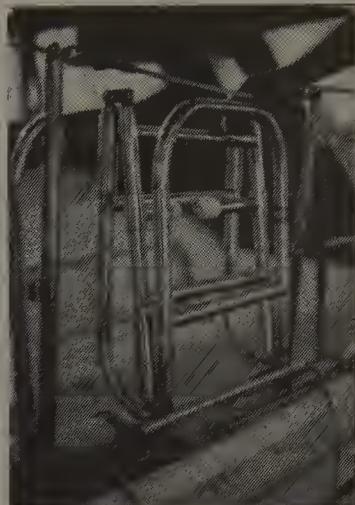
Jack wouldn't recognize the Oakland Yacht Club now, with its brand new \$1 million clubhouse overlooking its own marina on the Estuary in sunny Alameda. But he would certainly remember the warm ambiance and the congenial boating spirit that has characterized Oakland Yacht Club for 78 years.

May we send you membership information? Or, just drop by any Friday night, by boat or car and look us over.

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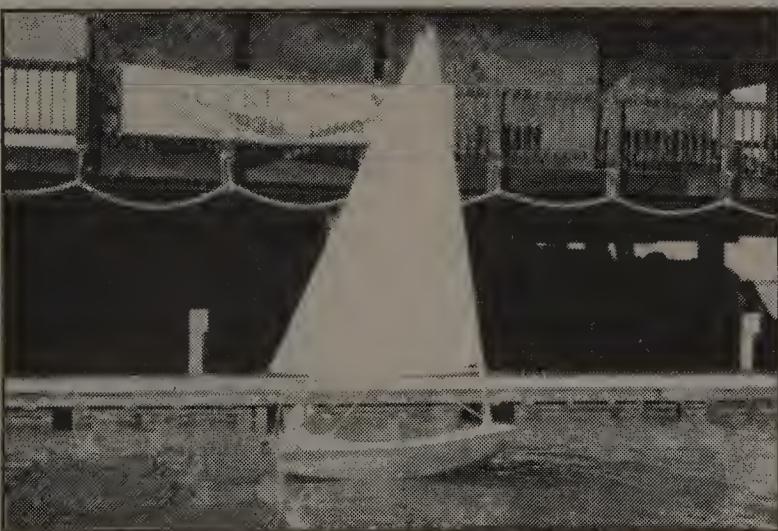
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CALENDAR

CORINTHIAN YC — 17th Annual Friday Night Series (every Friday through September 6) Fred Borgman, 435-2777.

ENCINAL YC — Spring Twilight Series (6/7, 6/21). John Hughes, 523-7132.

GOLDEN GATE YC — Series I (6/7, 6/21). GGYC, 346-BOAT.

ISLAND YC — Spring Series (6/14). Lynette Harter, 378-2552 (work).

OYSTER COVE MARINA — Tuesday Night Beer Can Series (every Tuesday night through the end of October). Dick Timothy, 952-5540.

OYSTER POINT YC — Friday Night Series (6/28, 7/26, 8/23, 9/27). Lynda Malloy, 952-7403.

RICHMOND YC — Wednesday Night Beer Can Races (first and third Wednesday night of the month, May through September). Harris Lavine, 237-6180.

SANTA CRUZ — Wet Wednesdays, the quintessential (and free) NorCal beer can series. Dave Wahle, (408) 476-5629.

SAUSALITO CRUISING CLUB — Friday Night Early Series (6/14, 6/28, 7/12). John Ruffino, 234-2152.

SAUSALITO YC — Sunset Series, first half (6/4, 6/18, 6/25). New format! Penny Dudley, 332-7400.

SIERRA POINT YC — Friday Night Series (6/14, 7/12, 8/9, 9/13). Steve Sears, (408) 725-1866.

TIBURON YC — Friday Night Races. For info, call Mike Hauser. 924-7132.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

June Weekend Currents

date/day	slack	max	slack	max
6/01Sat		0100/1.9F	0336	0711/4.2E
	1109	1409/3.0F	1746	1948/1.8E
	2252			
6/02Sun		0145/1.7F	0417	0754/3.9E
	1149	1451/2.8F	1829	2036/1.8E
	2353			
6/08Sat		0106/3.9E	0510	0801/2.8F
	1115	1330/2.2E	1643	1944/2.7F
	2239			
6/09Sun		0157/4.6E	0558	0857/3.4F
	1216	1429/2.3E	1735	2035/2.8F
	2322			
6/15Sat		0042/3.1F	0327	0652/5.6E
	1047	1350/4.3F	1719	1934/2.7E
	2249			
6/16Sun		0139/2.8F	0425	0743/5.0E
	1137	1442/4.0F	1806	2030/2.8E
	2358			
6/22Sat		0131/3.9E	0531	0842/3.0F
	1141	1426/1.6E	1712	2007/2.3F
	2250			
6/23Sun		0222/4.1E	0619	0931/3.3F
	1237	1520/1.6E	1802	2055/2.3F
	2334			
6/29Sat		0001/2.4F	0245	0609/4.6E
	1005	1305/3.4F	1632	1841/2.2E
	2151			
6/30Sun		0042/2.3F	0322	0647/4.4E
	1036	1337/3.3F	1705	1922/2.4E
	2234			

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JULY 6, 1991**

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LETTERS

↓↑NOW I REMEMBER WHY I WENT CRUISING

I've got a few words I'd like to say about boat insurance — and why I left to go cruising!

Every boatowner should be aware that if they don't cancel their boat insurance, and merely allow the policy to lapse, that the policy does not stop and they can be held responsible for the cost of continued coverage.

When our Northern California agent, who incidentally advertises in *Latitude 38*, was unable to provide the kind of coverage we as a cruising couple wanted for foreign waters, we left town without canceling our insurance. We assumed the policy would self-destruct about the time we entered Mexican waters. Surprise! The policy did not lapse and we were billed for four additional months of coverage — even though we were supposedly uninsurable!

What made the situation even more frustrating is that our new insurer, who did have the foreign waters coverage we needed, offered a discount for having had no claims in the years past . . . if we could get a letter stating that fact from our agent! But our old agent wouldn't issue such a letter unless we paid the additional *uncoverage*, plus a \$20 fax charge. They finally did give us the letter, but only after we sent a lost policy statement. But since 12 months had already passed between coverage, our new company wouldn't accept the letter and therefore we got no discount.

I'd like to say hello to all our friends in the Bay Area, and let them know that cruising in Mexico is just great. I also want to publicly give my thanks to our former insurance company for reminding me why I went cruising in the first place.

Bob & Lori Zensuir
Endless Weekend
La Paz, Mexico

Bob & Lori — We hope we spelled your last name correctly; it was a little hard to read.

As for the insurance, we'd have made the same assumption you did, but it wouldn't have been right. Most if not all marine policies clearly state that they automatically renew until 1) they've been instructed to cancel, or 2) the policy is canceled for non-payment — in which case some money will still be owed.

While you may see this as a way for insurance companies to screw consumers, it really isn't. Here's proof: If you would have immediately gotten insurance with the new company, you could have taken proof of this to the old company and not had to pay any additional money. The whole point of this is not to allow a consumer's policy to lapse.

We hate reading the small print of legal documents as much as you do, but you and we don't do it at our own peril, and can't really blame anyone else. But you've got a great attitude by looking on the bright "now-I'm-reminded-why-we-went-cruising" side of things.

↓↑LOOKING FOR INFORMATION

I am slowly working on another book, to be called *Iolaire & I*, which will be a history of *Iolaire* prior to my owning her, my sailing career, and my sailing career with *Iolaire*.

I bought *Iolaire* from Bob Cryzter 34 years ago on rather good terms: \$3,000 down and \$1,000 a year for four years — with no interest and no repossession clause! Even though *Iolaire* was already 51-years old at the time, I have sailed her close to 150,000 miles (much of it after I'd thrown the engine overboard), and thus she doesn't owe me any money.

Cryzter, the previous owner, was quite a character and I have a fair amount of information on him, including some old letters regarding himself and *Iolaire*. But Bob died a couple of years ago and I've lost contact with his wife, Glenda. Bob was living in Guam at the time of his death, doing marine surveys. I know Glenda came from Southern California and strongly suspect she returned to the States. In any event, Cryzter was fairly well-known in Southern California. He

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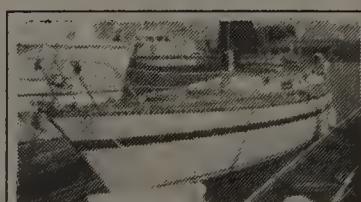
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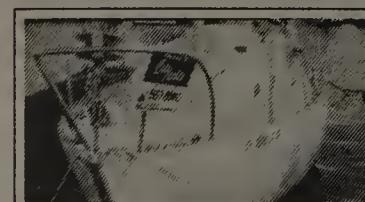
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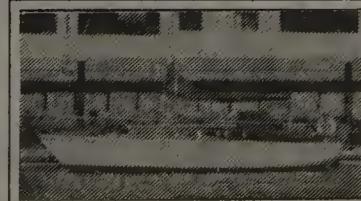
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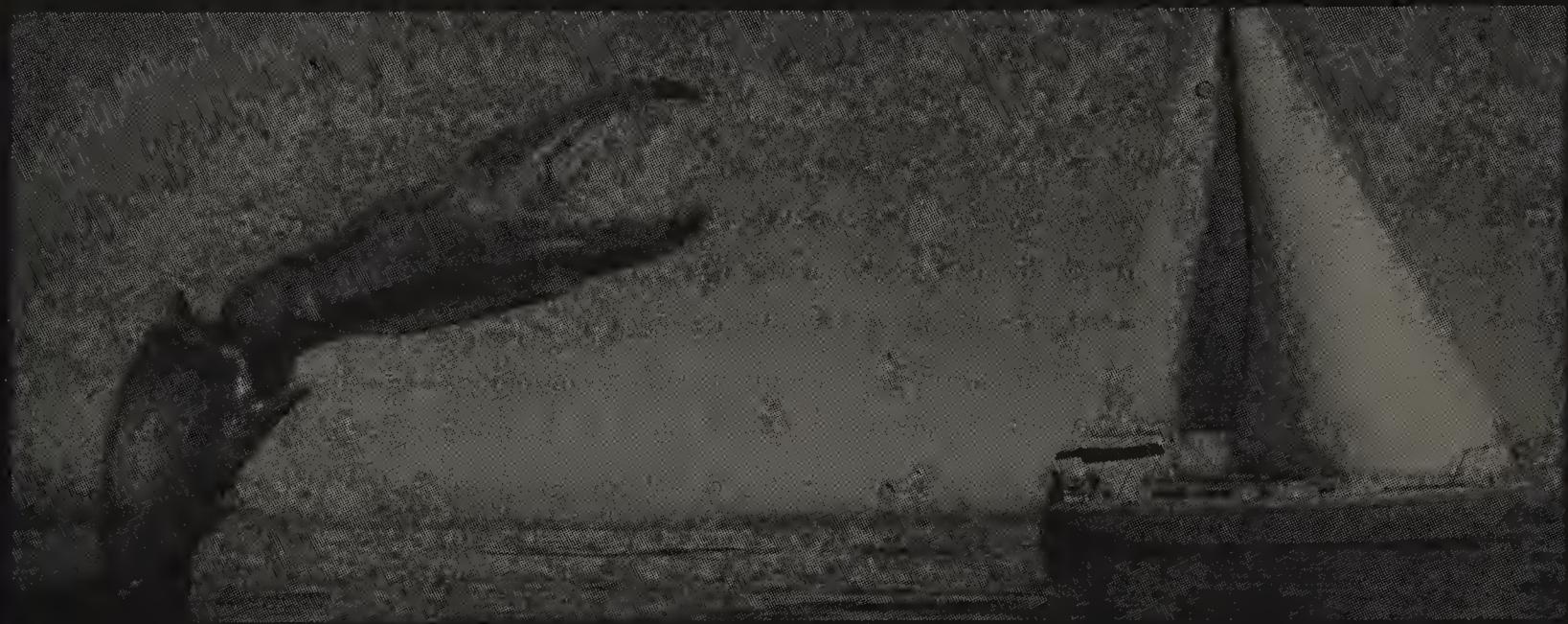


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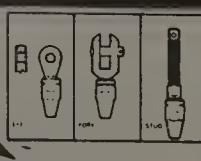


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LETTERS

had a Naval Academy yawl named *Electra* that had been built of teak in Japan just after the end of World War II. He raced her in the same TransPac that the guy was lost off *Apache* for nearly 24 hours. Crytzer had a young mate by the name of Don Clothier, also from the L.A. area.

If anyone knows the whereabouts of Glenda Crytzer, Don Clothier, or has information on the life of R.E. 'Bob' Crytzer, I'd be most appreciative.

I'd also like to make contact with Murray Burt, who sailed across the Atlantic on *Iolaire* in 1956, with Capt. (then Commander) Sunderland, U.S. Navy. I've been told that Burt is a yachting journalist on the west coast of Canada.

Any information that can be supplied would be greatly appreciated and should be sent to me c/o David Payne, Morgan, Wright & Coleman, 6, Alie Street, London E1 8DD, United Kingdom.

Donald Street
Somewhere In The Caribbean Aboard *Iolaire*

Readers — Street is the author of many guide books and charts for both the Caribbean and Atlantic, but makes his money in the marine insurance business. He is one of the original believers in tossing the boat's engine overboard.

↓↑'DAMM' GOOD SERVICE

We recently bought a new full-battened main for our Passport '40, selecting the Battslide hardware after getting good reports about its reliability. But to our great disappointment, one of the Battslides broke in only 17 knots of wind during our first sail.

I called Tim Parsons at North Sails in Alameda and reported the failure and our disappointment. Tim called us back a while later to report that Russ Foster of Sailpower Systems — the Los Gatos manufacturer of Battslides — was so concerned that he would stop by my office later that Monday to pick up the failed part.

After analyzing the slide in question, Foster determined that the failure was caused by a rejected part that had eluded an inventory purge. That Friday, Foster visited my boat, not just to replace the faulty part, but to remove and inspect all the other slides. We were pleased to learn that all the rest of the slides were all okay. To complete his marvelous service, Foster sent me a free Battslide spare and installation instructions — to quell my anxieties until I had experienced Battslide reliability first hand.

Certainly my boat's nearby location was an asset, but the cooperative service by North and Sailpower deserves special recognition for dedication to product reliability and customer service and satisfaction.

Jim Damm
San Jose

Jim — We're not sure California sailors realize what good and responsible service they normally get . . . until they try to find it somewhere else in this world. We've had a lot of boat work done in several other 'yachting centers', and believe us, it's often risky business.

↓↑A SIMILAR RULE WOULD GREATLY FACILITATE PLANNING

Our Fleet Fjorvald club is considering a trip to La Paz next year to join in the fun at Baja Ha-Ha Sail Week. It sounds like our kind of operation.

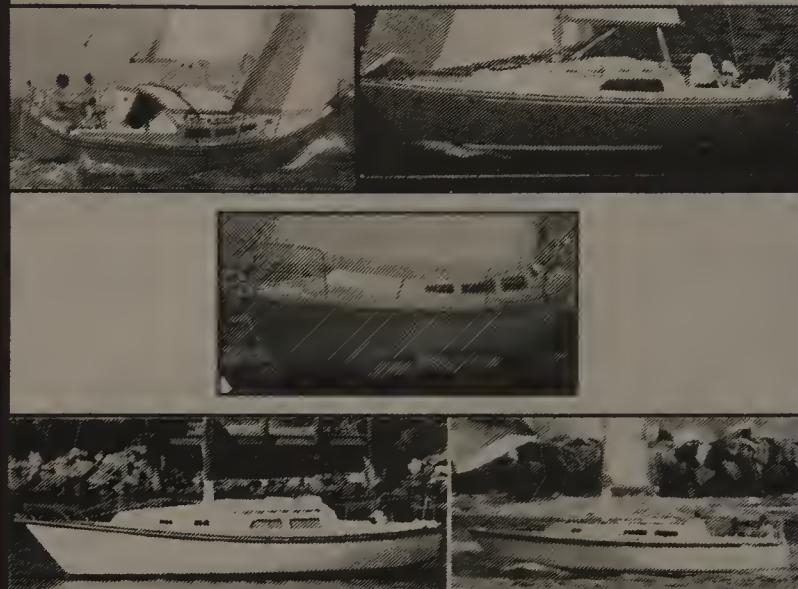
We've explored Puget Sound, the San Juan Islands, the Straits of Georgia all the way to Desolation Sound, the Caribbean (including Antigua Sail Week), the Bahamas, Long Island Sound to Nantucket and miscellaneous inland waters. The Gulf of California is our next objective, and Baja Ha-Ha sounds like the perfect introduction.

Would the organizers please, as the first order of business this year, establish a formula for determining the date of the fiasco each

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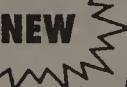
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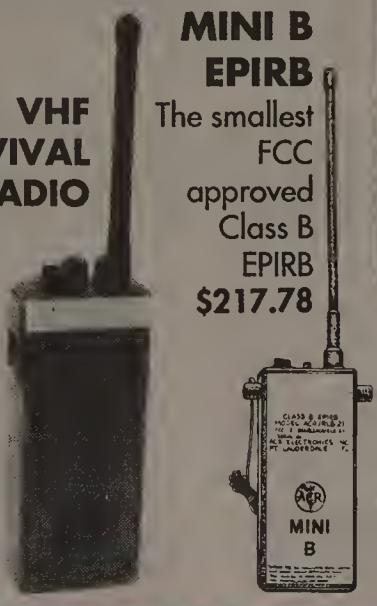
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LETTERS

year so that our club can make plans to join the fun? As Baha Ha-Ha Sail Week is vaguely modeled on Antigua's party, which occurs the first weekend in May, could a similar rule be adopted? It would greatly facilitate planning.

Our club plans to charter out of Puerto Escondido, sail to the party and sail back. It should take two weeks, we but have to make travel and yacht reservations in advance.

James B. Klein
Rear Admiral, Fleet Fjorvald
San Francisco

James — We wish it were that simple. Now that the Cruising Club of La Paz has taken over the running of the event, we have very little input. We weren't consulted about the dates this year and as a result none of our staff was able to attend. But we'll forward your request.

We can tell you that there has not been a consistent date in the past — such as Antigua's always starting the last Sunday in April — because Easter keeps jumping around the calendar and organizers have always tried to avoid a conflict.

By the way, when you say you plan to charter out of Puerto Escondido, we assume you mean from The Moorings. You better check with them, as we're not certain you can bring their boats that far south. Either it's against their charter rules or it's outside of their permitted area of operation. We hope we're wrong for your sake, because it would be a great trip.

↓↑THEY HAVEN'T HEARD FROM LARRY SINCE

The trimaran *Outward Leg*, best known for being the boat nautical author Tristan Jones and Larry Haftil have been sailing around the world, is here at the Holiday Marina in Bepz Mariveles, Bataan, Phillipines.

Haftil, from San Diego, sailed the boat here 18 months ago. He claimed to be short of cash and upset with Tristan, who he accused of trashing the boat. Haftil ordered *Outward Leg* put on the hard and said he would contact the marina with further instructions when he got back to the States. They haven't heard from him since.

Any information on how to contact Larry would be appreciated by Steve Warren (no relation to me) of Holiday Marina.

As for my *Celestial 48, Truly Fair*, she's now back in Ximan, China, to revisit her birthplace and have a refit after her circumnavigation. We'll head to Alaska via Japan when she's finished, and by November should be in Vancouver.

Fritz Warren
Truly Fair
Bataan, Phillipines

Readers — We're sorry, but Warren didn't include the address or phone number of the marina. Presumably Haftil has it.

Warren, incidentally, is a former mayor of Sausalito.

↓↑WHO HAS NUMBER ONE?

For those who are wondering about Westsail 43 hull #1, we heard a different story than the one reported by Bill & Audrey Barnwell in the April issue.

While vacationing with friends in the U.S. Virgin Islands back in April of 1987, we spotted a Westsail 43 in the St. John anchorage. We introduced ourselves to the owner and told him about our Westsail 43, *Trouvere*. During our conversation he told us that his Westsail 43 was hull #1. He had owned the boat since it was new, and other than being dismasted in the Med, hadn't really had any problems with her.

When we returned to the Bay Area and told others about having met up with hull #1, we were told that in some cases hull numbers were 'sold' to people who wanted a specific number. Therefore, the hull numbers aren't necessarily representative of the sequence of production at Westsail.

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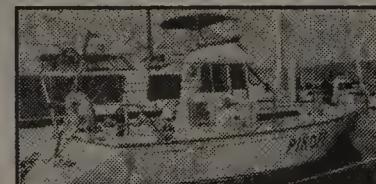


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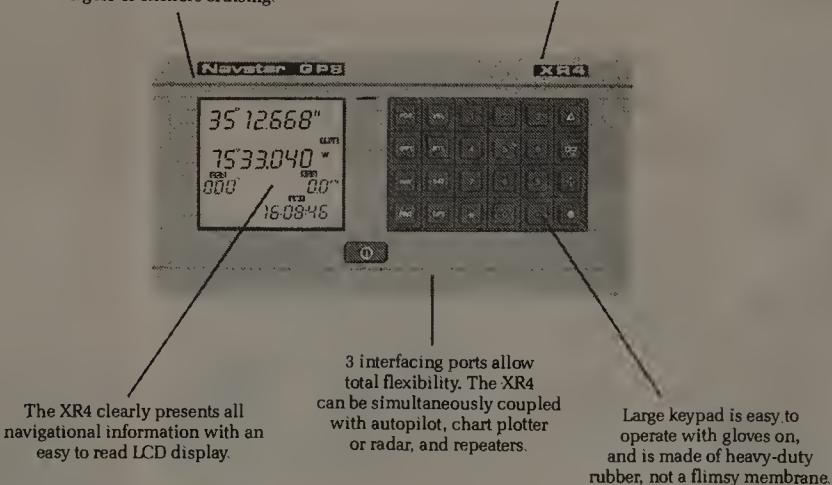
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LETTERS

Another explanation is that there might have been a different numbering scheme for the kit boats versus the factory-finished hulls, or the number of variations of the same hull, such as the center cockpit 42, the aft cockpit 43, and so forth.

So, who really knows which is the true hull #1? It doesn't matter anyway, they're still great boats.

Ken & Karen Wilhoite
Westsail 43 Yawl, Trouvere
Alameda

THE OWNER AND/OR RELATIVES SHOULD BE INFORMED OF THE FATE OF THE VESSEL

Approximately the last week of February, a fiberglass sailing yacht named *Mirage* was stranded on the reef at Tabal, one of the islands that is part of Aur Atoll in the Marshalls. I viewed the remains of the wreck on March 5th and forwarded my hastily typed note to the Outer Island Authority upon my return. I may be mistaken, but I believe that no action has been taken by the government since that time.

I am concerned that the owner and/or relatives should be informed of the fate of the vessel and or the captain and crew. Several yachts lying here in Majuro and myself are also concerned about the casual approach taken by the local government.

The boat was first discovered by a youth gathering copra inland, when he heard the sound of the hull being pounded on the beach. He reported that there was no sign of life in the vicinity, and that the boat had already been dismantled.

From what I saw it was difficult to classify the boat. Parts of the hull interior and exterior were scattered along the northeast shore of Tabal Island, and everything removable, including the chainplates, had been stripped from the boat by the 200 natives who live nearby. The keel, of either cast or fabricated steel, lay 50 feet offshore from the stern section. It had been cleanly separated from the top of the stub keel. The boat's topsides were painted off-white and the bottom red. A three-stripe cove stripe ran the full length of the topsides, approximately five inches down from the sheer. Each stripe was about 1.5 inches wide, and they were separated by half an inch.

The name *Mirage* was written in large dark blue letters on the topsides aft on each side of the boat. There were no registration numbers or any other obvious identification. The boat had a raked bow, a shoal draft fin keel and a transom-hung rudder. The transom was curved and cut away, and had a split backstay. The vessel was equipped with an inboard engine and strut, and had molded in spaces for a propane locker and ice box.

She appears to have been a production fiberglass boat similar to a Santana 30.

It is a natural concern of any seafarer that his heirs be informed of any evidence of his demise or disappearance. I suggest that other concerned sailors write a letter to the President of the Marshall Islands here in Majuro and ask what steps are taken when a vessel is found wrecked on the shores of his land. This is a small nation of some 40,000, but it has a rich maritime tradition and I am certain the response would be positive.

If any directly concerned person has further questions or requires my assistance, I can be contacted by mail or by SSB Channel 6C, which I monitor from 0900 to 0915 on Monday, Wednesday and Friday, which is 2100 local time.

Michael Pope
Summer Vatican, WAP 6499
c/o General Delivery, Majuro, Marshall Islands 06069

THE GOOD AND BAD NEWS ON GPS

I write with great trepidation, replete with the knowledge that I'm open to your frequently devastating, good-natured and witty response. I wanted to share some insight on GPS and its future — a subject hopefully not as caustic as the environment or those who constantly remind us of how poorly we treat it.

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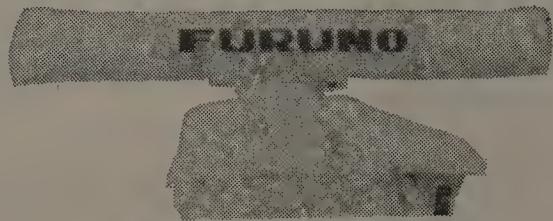
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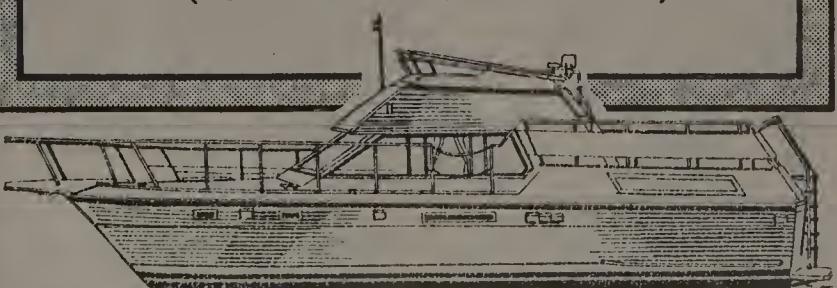
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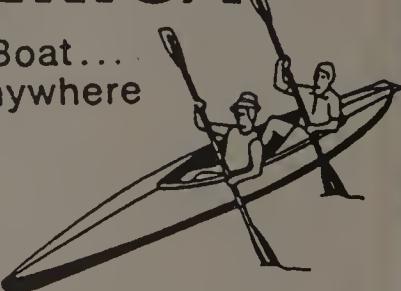
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LETTERS

This is one of those 'good news, bad news' things. The bad news first: those folks who plan to lobby the Department of Defense from implementing the operation of GPS in civil mode (less accuracy) may as well spend their money on more productive issues — like water quality testing, self-policing of the entire ecological community, and campaigning against the 'user fees' which are, in reality, taxation without representation (didn't we fight a war over that?). The DOD already has the capability.

For readers who are not familiar, the DOD originally contracted the GPS system to operate in an 'access only' mode, which meant you would need the coded keys to use GPS. Without the code keys, you'd get zilch. Pressure from non-military potential users (the FAA, merchant marine, survival groups, automotive manufacturers, etc.) and the fact that the Soviet Union planned to launch a GPS system of its own, caused the DOD to mollify the penalty for not having the code keys. Without the code keys you can lock on, but the position is randomly varied by up to 100 meters. The DOD has always had the capability to insert the code key algorithm into the GPS system. The concept has always been one of wartime implementation.

Although the ability to insert the code key is nothing new, it has not been frequently used, nor is it a bad idea. I doubt if the folks in Tel Aviv or Dahran would have been thrilled to think that the Iraqis were capable of using a full-up GPS to survey their SCUD missile launch positions; nor would our troops in foxholes or us Buff drivers enjoy having artillery and SAMs tied together, sighted in, and lobbed at us with GPS accuracy.

Does the DOD 'degrade' GPS all the time? No, in fact it rarely does. Your best bet is to rely on GPS being good to 100 meters, as advertised. The problem is that the average boater can't tell — unless he had a GPS with a 'field of merit' readout — when the codes are required for 10 meter accuracy. To this point I would argue that if a mariner is relying solely on the GPS to find the gap in the Berkeley pier in oatmeal-thick July fog, there is a larger issue to address. Aren't there other aids to navigation available? Do you carry a DR? What about a Loran, depthsounder or RDF? Or it may be time to pull over to the flats, drop the hook, get out the horn, take a fecal coliform reading, and dream about what you're not missing at that day's BCDC meeting. Dang, now I'm on two soap boxes!

As for racers, the most accurate method of determining VMG (velocity made good) is a bottom sounding doppler sonar, which, using fish finder technology, in a slightly higher price range, gives bottom speed and drift/set. Frankly, I'm surprised that people aren't installing them by the droves. If only someone would build one.

Steve Leibel asked about anti-spoofing. You failed to answer him, probably because you thought he was referring to code-key versus non-code-key operations. Actually, the two are interrelated. Anti-spoofing means that another satellite can't insert data into your GPS system and cause your machine to yield erroneous positions. For DOD users, the code keys will one day cater to an algorithm that enables your machine to lock out intruded data (false satellites). The potential for spoofing to degrade civil operations of GPS is real, but small. Although nobody from the Pentagon is briefing me, I don't think that intrusion has been a problem with the GPS system so far — at least not from a military user's perception.

Well, that leaves us with the good news. First off, the government finally spent our tax dollars on something we can access and use: a navigational aid that yields positions worldwide to within 100 meters. If you want something tighter, the Soviets used their tax dollars to do the same — only they were cheap and didn't include the code-key system. I don't know the numerical data on how accurate or reliable Soviet GPS is, but it should be comparable to our own. I understand that the Soviet hardware is more expensive, heavier, bulkier and not compatible with small craft marine use, but American manufacturers are hard at work solving that problem. In fact, in response to inputs from our own FAA, two manufacturers, Raytheon and Magnavox, have begun work on a GPS receiver system that combines the U.S.

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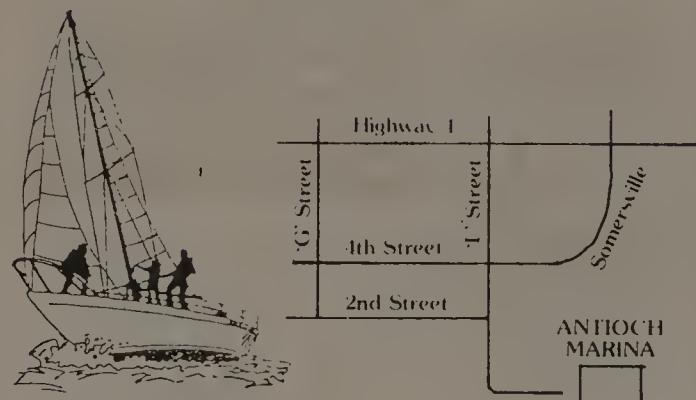
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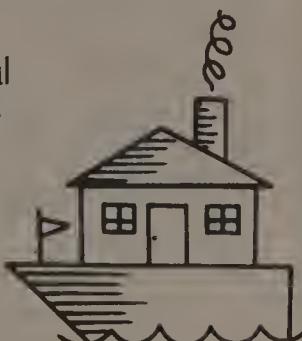


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LETTERS

and Soviet systems. It turns out that the FAA doesn't trust GPS for accurate altitude computation because it takes five satellites to resolve altitude — the maximum number of satellites available at one time from either the U.S. or Soviet systems. If your satellite crumps, the FAA would end up with problems of Biblical proportions: military aircraft in the same airspace at the same time and at potentially the same altitude. Not to mention dogs and cats living together. Combining the U.S. and Soviet systems would allow users to access up to 10 satellites at any given time. Hence reliability and increased accuracy.

Second, GPS prices are coming down and probably will continue to do so, especially when new receivers hit the market with improved technology.

Third, new breakthroughs in technology and innovative realization should be on the way. How about a GPS EPIRB that relays your position to the satellite or allows reliable and safe vessel traffic clearance? GPS will be the basis for automotive map reading and position following devices, and has multiple applications in the civil engineering and surveying trades.

Since I have the attention of your widespread readership, I'd like to take some print space to thank the millions of folks on the West Coast and around the U.S. who sent cards, letters, and even poetry — I'm less discriminating than you guys — during our six month sojourn across the sea and sand. The Lake Yosemite Sailing Association was very supportive of my family and me. Fleet Four was equally wonderful, with copies of *Latitude 38* and newsletters. School kids from around the Bay Area sent so many notes that we were eventually unable to respond to all of them. One sixth grader from Mill Valley sent us a particularly uplifting (and elaborate) drawing of sailboats on the Bay and advised us to "kick ass and forget the names". Each and every one of you has my personal gratitude and thanks. I can't express the feeling of family that overwhelmed me upon our arrival home. Please remember there are still folks in the Persian Gulf who need that same outpouring of emotion, as do the families of those who won't be coming home.

Capt. Jim Gallagher, USAF
Stipulation

↑↑STILL GOOD AFTER ALL THESE YEARS

Please add both Harken and Svendsen's Boatworks to your list of 'good guys' — although I suspect that both are already on it.

When Harken roller furlers were first introduced many years ago, I purchased one for my C&C 36. The top swivel on those earliest units experienced some problems, and mine was replaced within 48 hours by the kind used today. But in the rush to get the furler reinstalled, the Locktite was not given the now recommended 8 hours to set up. As the years passed, the roll pins and the top connector worked loose.

With all these years having gone by, the Harken system was naturally out of warranty. Nonetheless, Svendsen's recently removed the furler and made it perfect again with new roll pins, pinned top connector and Locktite cured overnight. In addition, the roll pins were individually peened on each side.

I've been most impressed. Yard manager Peter Minkowitz and rig shop manager Bruce Schwab can count on the future business of this C&C owner.

Dave Few
Burlingame

↑↑NOT EVEN THE FLOATING MODEL OF SOBER UPPER CLASS RESPECTABILITY IS SAFE FROM ABUSES BY GOVERNMENT OFFICIALS

On the heels of the Rodney King beating in Los Angeles, I had a very disturbing experience on San Francisco Bay which convinced me that none of us are immune to abuses by government officials.

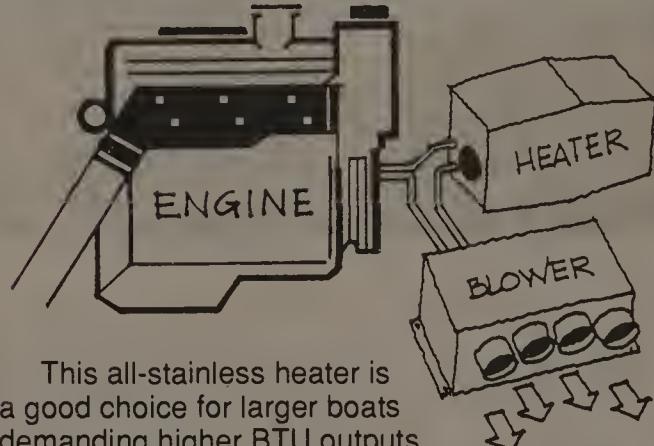
On Tuesday, April 23 at about 8 p.m., I was sailing with my friend

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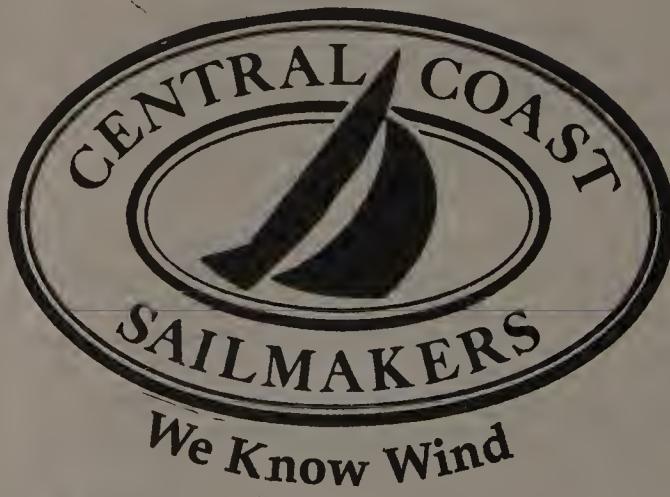
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LETTERS

Mark Barger on his luxurious 51-foot boat. We were accompanied by our wives and four other friends and relatives. We were planning a short sail to be followed by dinner onboard in Sausalito, when we were circled by a Coast Guard boat. There were few other boats around at the time, none as far as I recall, as large as ours or with five attractive females on deck. The Coast Guard came back around and with no introductory pleasantries, announced, "Be prepared to be boarded."

As we were a floating model of sober upper class respectability, this came as nothing less than a surprise and threatened an unnecessary hardship to our vessel for no apparent reason other than, I suspect, they wanted to check out the women on our boat. We were under full sail in rough waters at the time, hardly optimal conditions for a benign boarding. Mr. Barger, the captain, didn't see any reason for the Coast Guard to threaten us in the middle of the Bay either. He offered to immediately sail into Sausalito for an inspection and boarding, but the Coast Guard officer, Mr. J. Vincent, wanted it his way, safe or not, and right now. Without further discussion, they pulled up to the back of our vessel, still in rough waters, and two men boarded (with a third following a short while later). Presumably this is documented on the video tape that we saw a fourth Coast Guard member making, unless it has, in contemporary political tradition, since been shredded or burned by them.

After establishing that Mr. Barger was indeed the captain and seeing the vessel registry (which was all in order), they — over the objections of the eight of us — unilaterally began an inspection and search of the boat. They wasted an hour of our time in this manner, while further managing, with the aid of a third man, to additionally endanger us by standing on lines and distracting us from safe sailing. I began to wonder if they weren't looking for some minor pretext to confiscate the boat. While Rodney King's head got fractured by the Los Angeles Police, the Coast Guard's escapades could have resulted in any number of disasters to us.

During this hour of harassment, they managed to find nothing illegal, nothing improper, nothing even incriminating about anything onboard. We repeatedly asked on what basis they had boarded us, and on what basis they searched, but they insisted that they were just conducting a 'routine' inspection (at dusk, on a big boat, under full sail). Possibly in a desperate bid to find some way to justify their actions, they eventually asked Captain Barger how many drinks he'd had. He answered that he'd had one and was completely sober. The truth of this was obvious to everyone but the Coast Guard. Nevertheless, they now insisted that the vessel be driven across the Bay to Pier 39. At this point it was getting dark and the people on our boat cold; we hadn't prepared to be out so long. Mr. J. Vincent, 27-years old, didn't seem to care. Once again he insisted.

After making a perfect docking at Pier 39, we were met by the San Francisco Police who, at the Coast Guard's request, put Mr. Barger through a roadside sobriety test. I was able to witness the test and felt that he had done very well. As a lip reader, I was able to see the police officer tell Mr. Vincent, ". . . it could go either way." Mr. Vincent, it seems, knew which way he wanted it to go, and insisted that Mr. Barger be taken into custody for a breathalyzer test. How Mr. Vincent could argue that Mr. Barger should be taken in, but was moments before perfectly capable of piloting 11 people (eight of us and three of them) across the Bay, is not clear to me.

The breathalyzer test showed a 0.03 blood-alcohol level, well within the legal limit. Despite this, the San Francisco Police refused to release Mr. Barger until his blood-alcohol level reached 0.00. Apparently it was all right with both them and the Coast Guard that Mr. Barger sail in what they considered to be a drunken condition, but sober walking was out of the question.

I hope that Mr. J. Vincent is held accountable for his frivolous, rude, unwarranted harassment and endangerment of everyone. In the meantime, though budget deficits are causing cutbacks all through the California educational system, I wish to warn my fellow sailors, that



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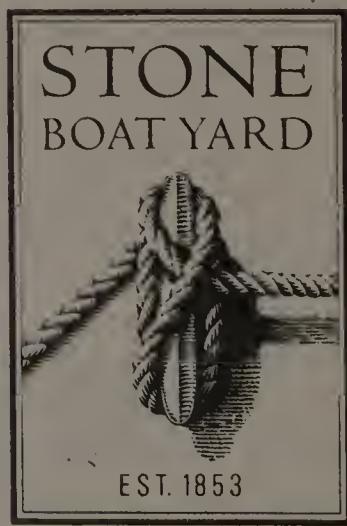


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LETTERS

cutbacks haven't affected the Coast Guard, or at least Mr. J. Vincent, nearly as much as they should have.

Mark Hardeman
Woodacre

↓↑THERE'S NEVER AGAIN ONE QUITE AS MAGIC AS THE FIRST

I'm writing in response to Pat O'Hara's *May Letter*, the one in which he asked for personal tips on making a crossing to Hawaii this summer with four others aboard a Thomas 35. My first tip is that the five souls planning to embark on the great ocean with a 35-footer should play rocks/paper/scissors and leave one soul home. To the four remaining, I'd recommend:

1. Extra skin lotion. Avon's Skin So Soft is a great mosquito repellent once you get to the islands and a good moisturizer while underway.

1.a. Any kind of not-too-perfumy body powder to offset the effects of salt crystals.

2. A journal and extra ballpoint pens. Felt tip pens run when they get wet. Near the end of the voyage, the crew should refer to the notes and write a song.

3. A Walkman with earphones, extra batteries and study tapes.

4. A bag of dried apples and a pie crust stick for the making of an apple pie 10 days out.

5. A small harmonica and a tape of sea shanties, or better yet, a Hawaiian slack key guitar. (Timing and talent, incidentally, are everything on the harmonica practice.)

6. Pilot bread or hard tack, sometimes the only thing that makes that ol' creeping belly go away. Pilot Bread is available at Shopper's Corner in Santa Cruz.

7. A small enough flashlight to be held in one's teeth.

8. Reading material concerning dry desert places, like Hemingway's *The Short Happy Life of Francis Macomber*.

9. A personal pillow and extra pillowcases.

10. Designate a pee pot and keep it handy. More sailors have drowned with their pants unzipped than any other way. Never pee over the side. An empty container of Fresh Start with the top cut to fit is easy to use and talk about. "Excuse me," you say, "I have to make a Fresh Start."

I'm sure envious of the bloke making his first crossing. As with everything, there's never again one quite as magic as the first time.

Shirley Haines Cannon
Sahar
Santa Cruz

Shirley — Great list. Your suggestion about reading material reminds us that nobody should ever embark on an ocean voyage without a copy of Robert Louis Stevenson's *The Wrecker*. The *World Wanderer* considers it to be the finest book ever written.

↓↑I SOLD MY CLUBS IN DISGUST AND TOOK UP SAILING

I'm afraid you have opened up the flood-gates to golfing and UFO anecdotes with those two letters in your April issue. But before you close them again, I'd like to add mine to the trivia files on both subjects.

With a minimum knowledge of what I was doing, I was 'scrambled' with another jet one very early winter morning in 1950 to intercept a very prominent light in the sky. The light wasn't on the radar screens but classified as a UFO. Struggling through 40,000 feet — which was pretty high in those days — and with our eyes still on this enigmatic sight, we were embarrassingly called back to base. It seemed it was the planet Venus that we had been chasing, and it was a little beyond our range.

In my ensuing years in the sky, I have witnessed many more UFOs, all of which had a rational explanation. You are right to be dismissive of the phenomenon from a sailor's point of view; sailors are too level-

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LETTERS

headed to waste time on such nonsense.

My introduction to golfing came in 1952 when my squadron had to fly across the Atlantic via Greenland, Iceland and Scotland. While waiting for stragglers to catch up with us in Prestwick, one of the pilots suggested we go golfing, a sport none of us knew a thing about. His introduction and the rules of the game were simple and immediately motivated all of us to play. The squadron was divided into two halves. After the first hole the losers would get to sniff at the nose of a bottle of scotch while the winners got to take a snort of it. The beauty of this system is that soon both teams were evenly matched — or equally handicapped. The unfortunate part is that we never did get to finish the 18 holes.

I liked the game so much that I went so far as to buy myself a set of clubs. When I was transferred back home two years later and found out that 'sniff and snort' was not the official way of playing the game, I sold my clubs in disgust and took up sailing.

George A. Fulford
Mill Valley

George — Millie Hughes-Fulford, the female astronaut who just took the San Francisco YC burgee into space, isn't your daughter-in-law, is she?

↓↑WILL IT BE YOU?

The '91 Catalina Race is shaping up well — we have over 50 entries so far and the promise of wind (that from the Great Wind God in the Sky). There's still time to be a part of this great downhill slide and all the fun that follows (victory party in the Casino, the Hal Nelson Golf Tournament, and much more). This race has often been called "the best distance race on the West Coast", and there are people who say that, given the right conditions, someone will do the race in under 30 hours. Will it be you?

See you in Avalon!

Tony Fraga, Race Chairman
865-3994 or 536-7450

↓↑SO WHAT'S THIS GOT TO DO WITH IT?

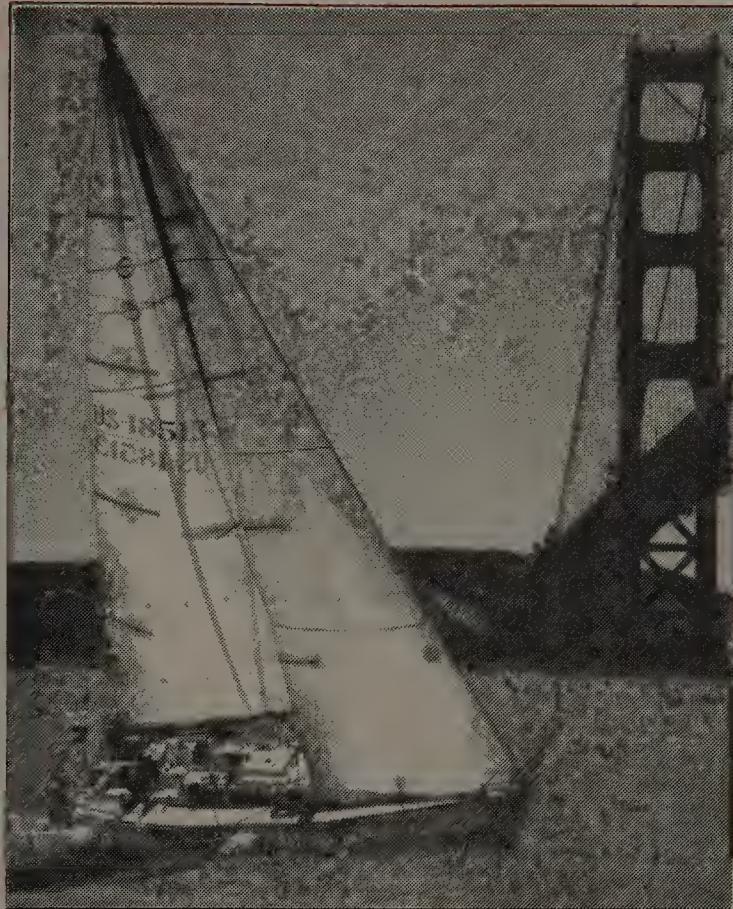
I've been meaning to write this letter for the last four years. Four years, you say? Let me backtrack a while and explain. In May of 1987 I sailed in the Auckland to Suva race as navigator onboard the 36-foot Jim Young designed sloop *Big Ruby*. We reckon we did pretty well, finishing seventh across the line in a fleet of 27 yachts — even though three-fourths of them were bigger than we were. And we lost first in PHRF by just 13 minutes to a 53-foot Farr design with a winged keel and a kevlar hull. I might add that *Big Ruby* is a fiberglass production Young 11, of which there are about 30 around New Zealand. So what has all this to do with *Latitude 38*?

While lounging around the Royal Suva YC, I happened to pick up a copy of *Latitude*. Now I read every sailing mag I can lay my hands on, and have from time to time had my own articles published. Nonetheless, I must admit that *Latitude* is simply the best sailing magazine I have ever come across. Right beside my PC keyboard I have four copies (Jan., May and Sept. '84 and May '86) of *Latitude* that I 'pinched' from the Royal Suva YC. (Shame on me!) What is more, it's good to see your magazine has adverts for the Farr 1020 and Ross 930, plus the 930 stablemates, Ross 780, 830, 35 and 40, and an article entitled *The Passage to N.Z.* (Enzed!)

Of course, down here we think we have the best yacht designers and yachts in the world. We've produced Jim Young, Murray Ross, Greg Elliot, Laurie Davidson, Bruce Farr and Ron Holland, though the later three are now internationally famous and no longer design fast boats!!! While reading about the lightweight speedsters in Northern California, I can't help but wonder how a Ross 780 would stack up against a Merit 25, Moore 24, Olson 25 or Express 27, or a Young 11 against an Express 37 or an Olson 40 against a Ross 40.

September 1984's copy kept up the Kiwi connection with the New

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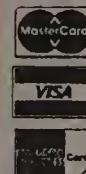
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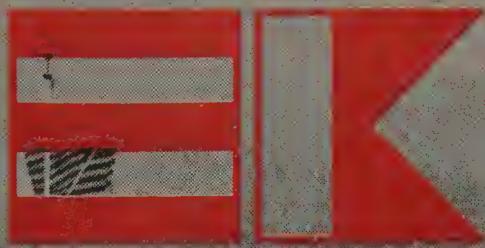
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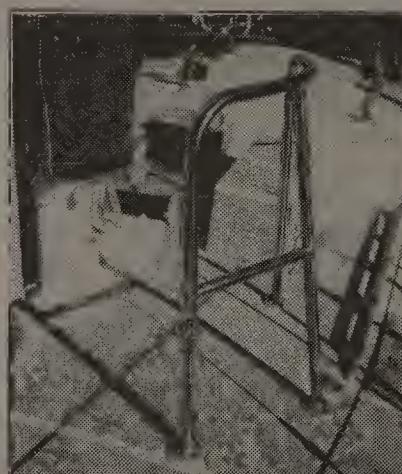
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LETTERS

Zealand-built Frers 43 Shockwave featured on the cover. Incidentally, my copy was first mailed to David Stromquist of Fremont: thank you David for dropping your copy(s) at the Royal Suva YC, they've been much appreciated.

Nick Benfell
Queenstown, New Zealand

Nick — Thanks for the nice words, they really motivate us to try to do better. But you're in good company. While covering the America's Cup in San Diego, Elizabeth Meyer, who spent \$15 million restoring the J Boat Endeavor introduced herself with some kind words. She either said, "Latitude is the only good sailing magazine in the United States" or "Latitude is the best sailing magazine in the United States". Both of us Latitudians present were so flabbergasted we can't remember which of the two. In any event, thank you.

↑↑THE BIG STEEL BOAT, ON THE ROCKS

I'm enclosing a photograph I thought might be of interest. Being temporarily unemployed, I used some of my new-found time to visit my father in Arroyo Grande. The 72-years young ol' fart is building his second boat in 50 years in his front yard! In any event, one cold and windy day I went to Avila Beach to fool around the boatyard, and came across the boat in the accompanying photograph.

Yes, the big blue steel boat is full of holes. She's owned by a commercial fisherman who is building, depending on whom you believe, either his dreamboat or a nightmare. I didn't catch his name, but he's a wiry workaholic in his late 30's who has more energy than any five other people.

He bought the boat from the owner(s) while she was still on the rocks at San Simeon. The motor had been taken out, but he put her back, and then he patched the holes in her hull so he could float her off the rocks. She was pretty beat up, but he managed to sail her downhill to Avila.

Somewhere along the line he got the idea that rather than just repair her, he ought to make her longer. So out came the cutting torch and he sliced her in half. He said he first thought about adding 10 feet to her length, but it looks as though he must have decided to add about 20 feet! Well, why not?

It was getting cold, so soon enough I was walking away shaking my head. Will his new boat work or does he need a lot of magic?

Duane Crosby
Clovis

Duane — They used to cut tankers in half and add another 150 feet in length, but we wonder if the same principle applies on a much smaller scale.

↑↑A CHEMICAL IS A CHEMICAL IS A CHEMICAL

I'm always amazed by how many people get so many things wrong about chemistry — until I remember that it is my field and not theirs. I must sound equally ridiculous when talking about things I know little about to those who do. It's with this understanding attitude that I wish to set the record straight about two things recently discussed in the pages of *Latitude*.

Clogged head hoses that lead to saltwater can probably be easily cleaned with hydrochloric acid — as noted by some of your readers. The part I would like to add is that there is not much to be feared by this somewhat dangerous sounding chemical. Its fumes are pungent and irritating to the nose, but the acid will not harm skin. Our gastric juices are about 3% hydrochloric. If your stomach can take it, so can your hands.

The normal concern over diluting acid into water (and not the other way around) does not apply to this acid, since it is a 37% solution of the gas hydrogen chloride in water when in concentrated form. Reasonable care is all that is required. Try not, for example, to spill any on concrete unless you want a very clean spot. Any excess

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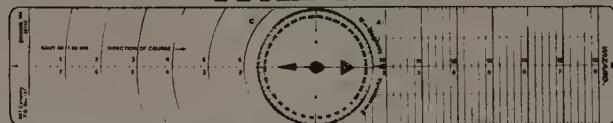
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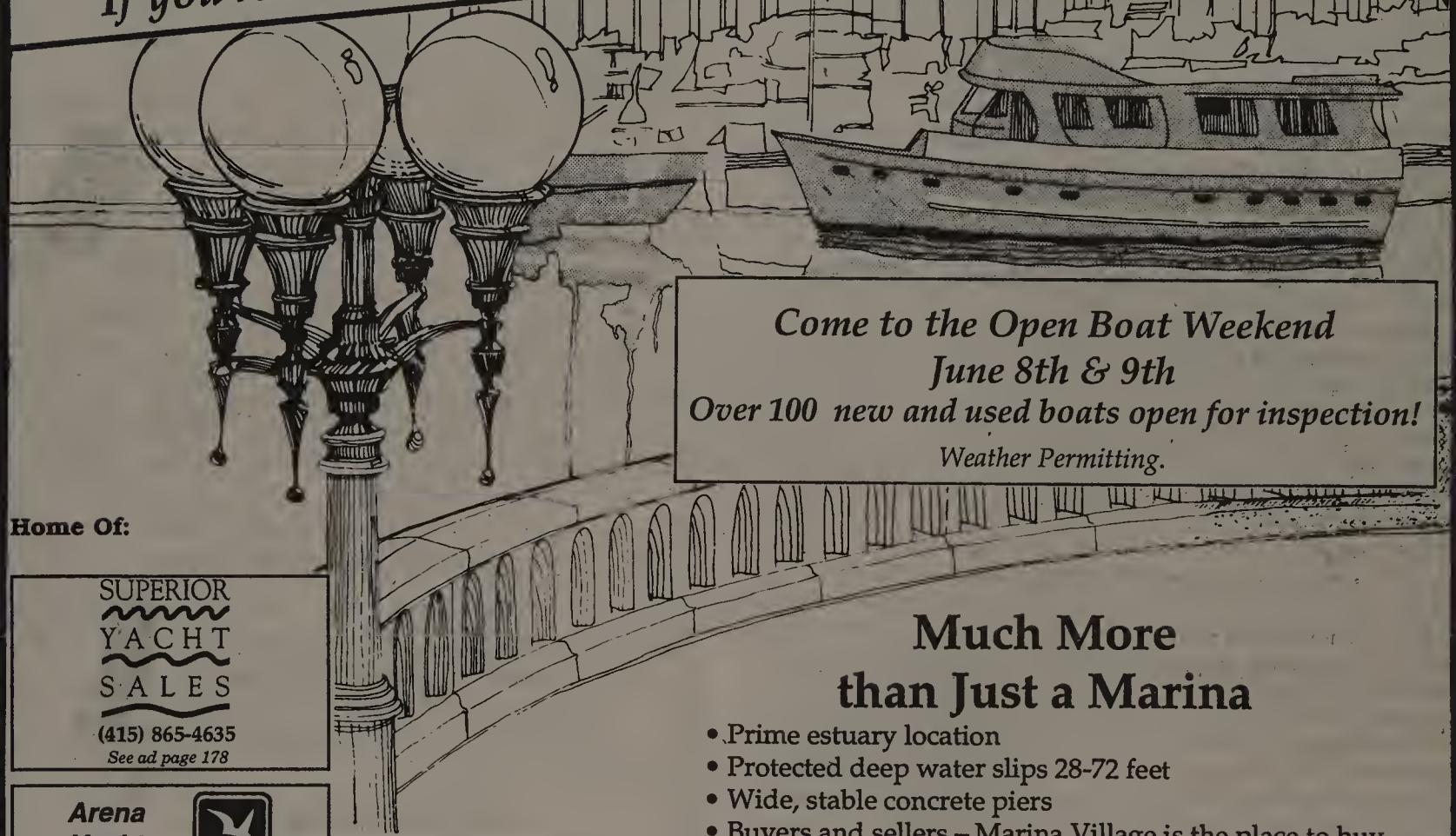
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LETTERS

of the chemical should be flushed down the drain with large amounts of water — after the drought is over — or even plain old salt water. Hydrochloric acid will not harm fiberglass, plastic drains or suitable porcelain appliances. The small amounts involved will not hurt either the Bay or sewer plants, and thus should not upset environmentalists.

I also read your description of the ozone generator with some interest. I am sure it will do the job it is intended for — if the user will remember that ozone is toxic. Thus it is fine for use in unoccupied closed spaces, but should not be used when people are present. If it puts out enough ozone to do the job on mold and mildew, it is enough to harm humans. Also, there is no difference between ozones, whatever the source; thus there is no 'good' or 'bad' ozone. It's just like there are no good or bad sources of vitamins. A chemical is a chemical is a chemical. It's how the chemical is used, not the source, so use the ozone generator in good health by not breathing the output.

Ellis Glazier
La Paz, B.C.S. Mexico

↓↑YOU'LL BE IN OUR HEARTS AND MINDS

I used your magazine to whet my appetite for sailing all during the 1980's while still teaching school in Tucson, and felt I knew the Bay Area long before sailing into your 'space'.

I think your advertisers should be aware of how powerful your publication is. I had to have a steel cutter, and after shopping from Florida to Maine, decided that the Folkes 39 pilothouse, built in Vancouver and advertised in *Latitude*, was what I needed. It was finished by the end of 1987, and the following June we sailed it down to the Bay Area. However, it was on San Francisco Bay that we really learned how to sail her. The best sailing conditions in the world must be on the Bay, for she always has wind.

Since the engine had been installed without a vacuum-breaking anti-siphon hose from the gooseneck on the exhaust manifold to above the waterline, it wasn't long before saltwater entered the engine through the exhaust valves. So with less than 150 hours on her, our Yanmar engine was trashed! I had read in your magazine that Golden State Marine was trustworthy, and had them do the honors of removing and rebuilding the engine. I also picked Nelson's Boatyard from your magazine and feel they lived up to their advertising. Naturally John at West Marine in Oakland saw plenty of my business and money, as we outfitted with goodies like a whisker pole, windlass, bottom paint, battery charger, solar vents, boom bales and Walders, fire extinguishers, teak trim and enough fasteners to sink a less sturdy vessel. We had Pineapple Sails, another advertiser, do our dodger, and Scanmar was responsible for our Saye's Rig Windvane.

I also want to put in a good word for advertisers Dennis Pierce and Diane Isley of Emery Cove Marina; they are dedicated to their jobs and are just good, good people.

We're eager to get on with our cruising, but sad to leave the Bay Area, for we've made many good friends that we'll remember for the rest of our lives. The *Rose of Jericho* was much improved by her visit to San Francisco Bay. We will miss you all and know you'll be in our minds and in our hearts for many years to come.

George & Trudy Beimers
Rose of Jericho
Tucson, Arizona

George & Trudy — Thanks for the kind words. Gracious folks such as yourselves will surely be missed also. Have a wonderful voyage.

↓↑YOU CAN TAKE YOUR WHEELS WITH YOU

Thank you for showing, by way of the photograph on page 92-93 of the May issue, that you can, indeed, take your motorcycle onboard a medium-size sailboat. Although a GSXR Suzuki is not a "Ninja" (a Kawasaki Ninja is a similar machine made by another manufacturer),

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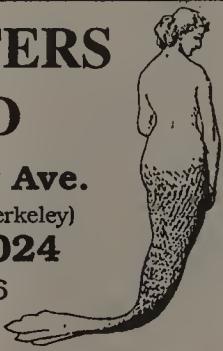
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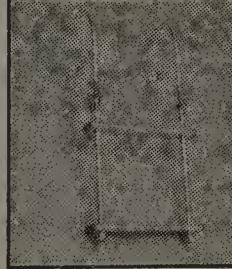
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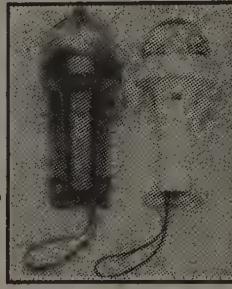
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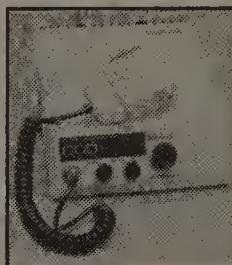


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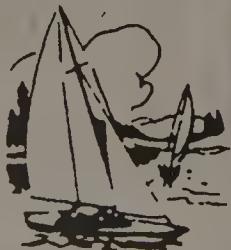
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LETTERS

I am pleased to find that if I go sailing, I can take my bike with me.

I have been involved with motorcycles for quite awhile. Two years ago, my significant other had a mid-life crisis and decided he had to have a sailboat. He showed up one day with a bedraggled object that had spent four years collecting water in someone's backyard. After 18 months of intensive restoration, we now have a 15-foot Chesapeake Bay Oyster Sharpie that is nice enough to have stopped more than one car cruising through the dry storage marina where we keep it.

In my short involvement with sailboat people, I have found that they are very similar to motorcycle people. Both sets of enthusiasts are self-sufficient, technically knowledgeable and friendly in a low-key way. There are about the same groupings — lots of people who like to go out on day excursions, racers and race fans, people who like to go on long excursions, vintage enthusiasts and vintage racing enthusiasts. Some other similarities:

1. Both groups suffer from bad press. Sailboaters are presented as wealthy snobs, while motorcyclists are shown as drunken neanderthals. The stereotype is slightly more true for sailboats than motorcycles in that there in actuality 203 wealthy snobs who own sailboats but only 189 drunk neanderthal bikers. All of these people have been photographed 50 times over.

2. Ninety percent of both bike and boat owners are men, with about 10% of the active enthusiasts being women. This is slowly changing for both sports. Wives of both bike and boat owners often find out with horror that the bike or boat is more beloved than they are. Women who get involved in biking or boating find they gain more self-esteem from their sport than 15 years with a shrink.

3. Both groups form clubs for mutual support, tech tips, shoulders to cry on and appreciative audiences for somewhat exaggerated reports of excursions (aka baldfaced lies).

4. It is dangerous to (a) have money saved up and (b) let a boat or bike enthusiast near a classified ad section.

Margi Siegal
Oyster Sharpie, Hangtown Fry
Oakland

Margi — How come no photo of you and your ride?

We hate to tell you, but our photo didn't really prove you can take a motorcycle on a "medium-size sailboat". The boat in the photo we ran is a large Jongert that probably cost about \$3 million. Other folks have carried motorcycles on smaller boats. We remember San Diego Louie pulling into Cabo San Lucas at the end of a circumnavigation with a rusty motorcycle hanging from the davits of his ferro-cement Maverick. Any advice out there from folks who have carried motorbikes on their boats?

↓↑YOU ARE A DIRT BAG

To the person(s) with the large bolt cutter who climbed the rip-rap onto the Berkeley Yacht Club deck and stole the Junior Sailing Program's SB-1 Zodiac (color black) and 5 HP Evinrude outboard, both one year new — you are a dirt bag. Because they are valued at less than our insurance deductible, there is no reimbursement. Our young sailors will suffer because of your selfishness.

As a lesson learned (and advice to others), figure out some way to make your property easily identifiable as uniquely yours, and take pictures of it in the hope that you never have to show them to the police.

Frank Laza, Director
BYC Junior Program

↓↑CHANGE YOUR STYLE BEFORE IT'S TOO LATE

I've had it with you people. Every month I read your magazine and every month I get pissed off. So phooey on you, I quit!

And it's all your fault, too! All you write about is sailing off into the sunset with some gorgeous gal on a well-found boat never to return to the dull humdrum of life ashore.

"I Visited All The Schools Before I Found The Right One."



Olympic Circle Graduate, Jeanne Peters

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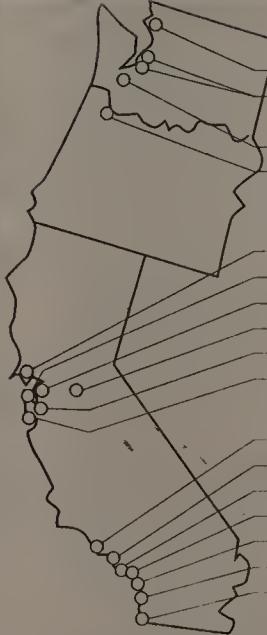
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LETTERS

So I hope you feel adequately guilty that both my gorgeous gal and I have quit our jobs, provisioned our Flicka Serendipity, and will be in the Sea of Cortez by next week!

But if I were you, I would change my editorial style before the whole world sails off and there is nobody left to read the magazine. But just in case you don't, I promise to send an update of what life on a Flicka is really like. And maybe, just maybe, I'll finally have time to write about the joys of towing a sailboat down a Mexican highway. Complete with pictures! But I'll only do this to increase the guilt feelings in you for inspiring this awful deed.

Mike & Tricia
Arizona and Southbound

WE FIND IT HARD TO BELIEVE

This is a letter — I hope one of many — in support of the services provided by Gil and Karen of Papi's Cruising Center in Cabo San Lucas. We find it hard to believe that anyone could have anything negative to say about the business they run. We were in Cabo from January 10 thru February 1, and during that time Gil and Karen helped us with numerous tasks: filling propane tanks, giving directions to locate "A-Z", faxes, laundry, jerry jugging diesel, arranging a Super Bowl party, and sponsoring numerous pot-lucks and BBQs. They got a badly-needed new radio and auto-pilot sent to Cabo, and had another sent quickly from La Paz to Cabo. Our list could go on, and we are only one cruising couple. We also enjoyed Papi's free coffee and many of the \$1 and \$2 breakfasts.

If anything is to be said, it would be that Gil and Karen err on the side of helping too much. Everyone has limits and boundaries within which they must exist. Papi's is a business and has every right to be well compensated. The whole thing reeks of some petty personal beef that should have been handled in person. Our fear is that some jerk or jerks will ruin it for the rest of us. Some cruisers seem to persist in believing that they should be able to get something for nothing.

Once again, Papi's services have been nothing but prompt, courteous and badly needed. We give a big 'thank you' to Gil and Karen. And remember, there are two sides to every story.

Don & Sherrie Reed
Luna, Mexico

IT COULD BE A VERY LONG BOOK

I've written this letter to ask your readers to please send me any information, anecdotes, histories or photographs regarding the subject of black sailors, yachtsmen, boatwrights, ship builders and naval personnel, both past and present. I'm basically looking for material on anyone of color (black, latin, Asian) who has worked or played around ships and the sea. I am compiling information for a book.

Otis Finely
1340 Liberty St., El Cerrito, 94530

THE GREAT ATM RIP-OFF

The more than adequate form of the Port Captain sat behind the desk sipping the last of his Pacifico, when a twinkle appeared in his eye. Glaring at the meek yate captain whose papers were not in order, he said, "No money? No problema, you have carta credito, no? Go to the ATM booth across the street; it will give you money and we will both be happy."

The yachtie went, inserted his card, pushed the buttons — and nothing happened.

When he returned to the Port Captain's office, the friendly Port Captain said, "No problema, perhaps tomorrow. I will hold your papers until then."

Tomorrow came, the card was inserted again, buttons were punched — and money, pesos, came out.

The Port Captain got his money and was happy. The yachtie got

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BOATING WITH CAP'N BOB AND MATEY by Lew Hackler.

Cap'n Bob and his dog Matey take an educational journey around the harbor to teach children over three hundred boating terms. Entertaining illustrations and a full glossary make this a wonderful addition to a young sailor's library.

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WHALES by Seymour Simon.

With over twenty breathtaking photographs and a clear simple text, this award-winning author explains how these huge intelligent animals survive in the oceans of the world.

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FISH IS FISH by Leo Lionni.

Charming colorful illustrations help tell the story of a minnow and his tadpole playmate who is able to explore life beyond the pond when he grows up to be a frog.

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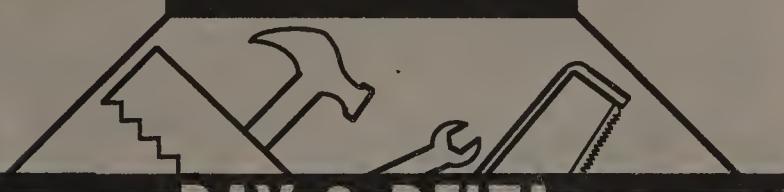
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LETTERS

his papers signed and was happy . . . until he got his bank statement. He was billed twice for his visits, the money already deleted from his account. What happened to the money that did not come out?

ATM machines are connected to Mexico City but stocked by the local banks. The big computer in Mexico City knows how much went out and to whom, but the manager of the local bank knows how much was actually paid out. And not wanting to leave cash around that really doesn't exist — according to the computer, at least — a split is arranged. Just good bookkeeping, right?

How many ATM machines are there in Mexico? The max draw per day is 1,000,000 pesos or about \$330 U.S. per card. I think the junk bond rip-off is a ripple compared to what this could be. Be careful, this is happening now!

Jan Sterling
English Way

Jan — Thanks for the warning. Have any other readers had experiences of this sort?

P.S. If you think such an alleged scheme could even approach junk bond profiteering, you have absolutely no conception what a lucrative business that was.

IT WAS A LEVEL OF STUPIDITY I HADN'T EVEN EXPERIENCED IN THE ARMY

Having just seen the I.A.C.C./America's Cup races, I have some opinions I'd like to voice.

No one really thinks the 'races' were genuine contests. Dennis Conner (whom we San Diegans either love or love to hate) turned *Stars 'n Stripes* loose once and smoked everyone to the first mark. If money wins, the Italians/Montedison have it. Poor Bill Koch; he rents a house for \$30,000/month but only has \$20 million to spend on the Cup.

We had an unusually windy May this year, so sailing conditions weren't too bad, although one race was so light nobody could finish. Next year, however, it could be quite different.

Cinco de Mayo Sunday was breezy and should have been perfect for taking photographs. Unfortunately, the closest we could get was two miles from the race course and so we watched 'inch-high' masts go back and forth. There was a crowd control plan for thousands of boats, although only a fraction of that showed up. The Coast Guard was nonetheless inflexible and obnoxious. They harassed people for cutting across a corner of the course, for example, even though the boats were five miles away!

We often have to motor back into San Diego, but there was a windstorm on Sunday. Thus a lot of the sailboats returning to San Diego Bay were blown into a channel that had been reserved for the race boats only — which weren't even in the vicinity. The biggest source of problems was that the Coast Guard, especially the Auxiliary, don't know how sailboats work. I even tried telling one Coast Guard crew — which was in a dry, warm powerboat — that I wasn't going to endanger my vessel or crew for some dotted line. Things got a little tense as the Coast Guard kept screaming at me over their bullhorn until they finally realized we couldn't move — but that took 20 minutes. It was a level of stupidity on their part I hadn't even experienced in the Army.

The truth is that San Diego has not made sailboats welcome. They want monied people who fly in and then charter. Cruisers and sailors aren't in this city's plan.

Other sailors should do as we're going to do: go sailing early, then come back, buy some drinks, and watch the races at home on ESPN.

Michael Burkhart
San Diego

Michael — You're right about a number of things:

1. Winning the World Cup was not foremost in the minds of any of the competitors. But then again, everybody knew that all along.

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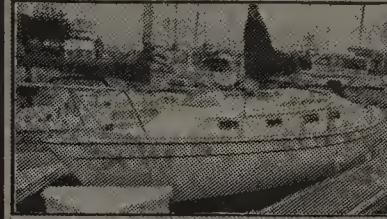
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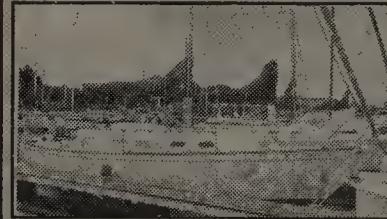
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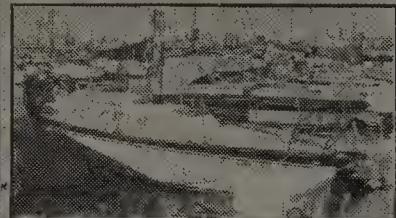
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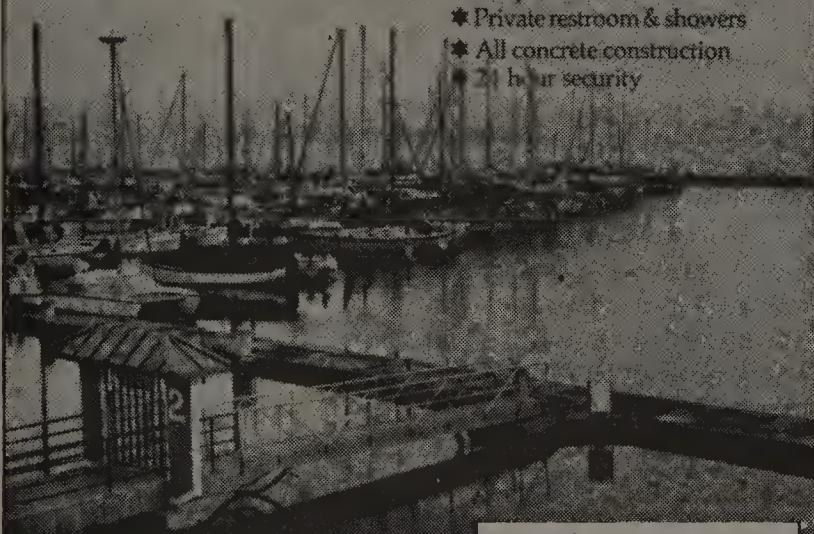
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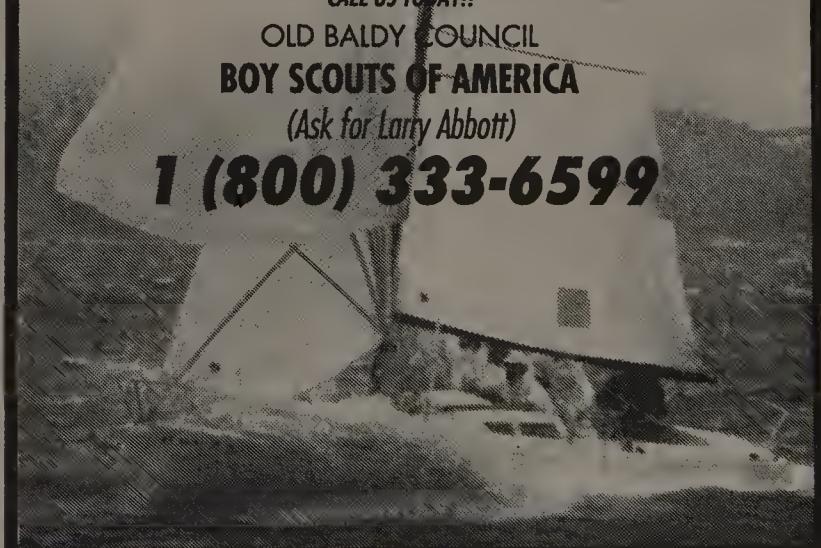
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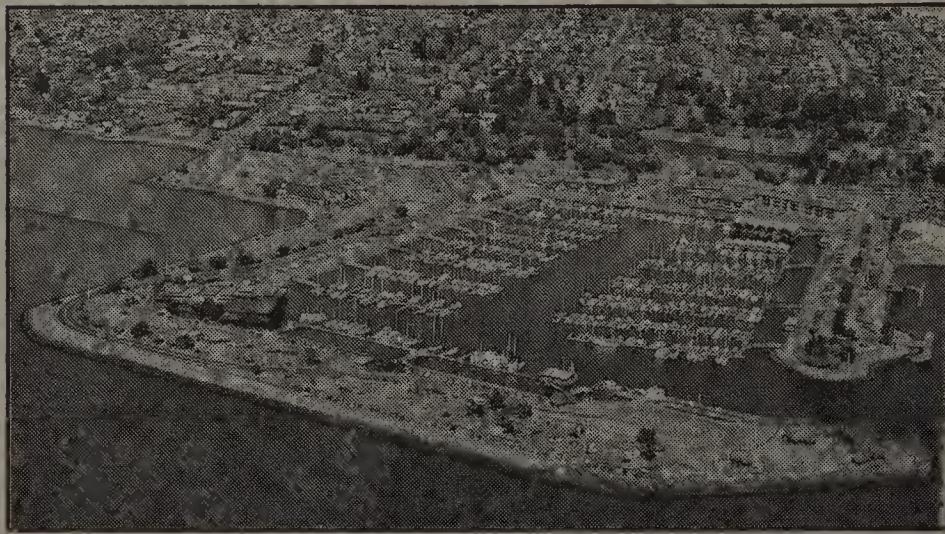


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LETTERS

2. Trying to watch the races from a spectator boat on the water is a complete waste of time — even if you're on a press boat and allowed to get relatively close to the action. In fact, most of the press watched the final race on ESPN, no matter if they were in the press room or out on the water aboard a TV-equipped press boat. In our opinion, ESPN did a fairly decent job (though there is room for improvement).

3. Much of what the Coast Guard did was obnoxious and conveyed a poor understanding of what the heck was going on. Incidentally, the Coast Guard Auxiliary is not part of the Coast Guard. No matter, they were just as bad.

But what's this business about a "windstorm" on Sunday and your not being able to get out of the 'America's Cup channel'? There wasn't even a moderate breeze by San Francisco Bay standards, and even had there been, you still should have been able to sail out of that channel with no trouble in a matter of a minute or two.

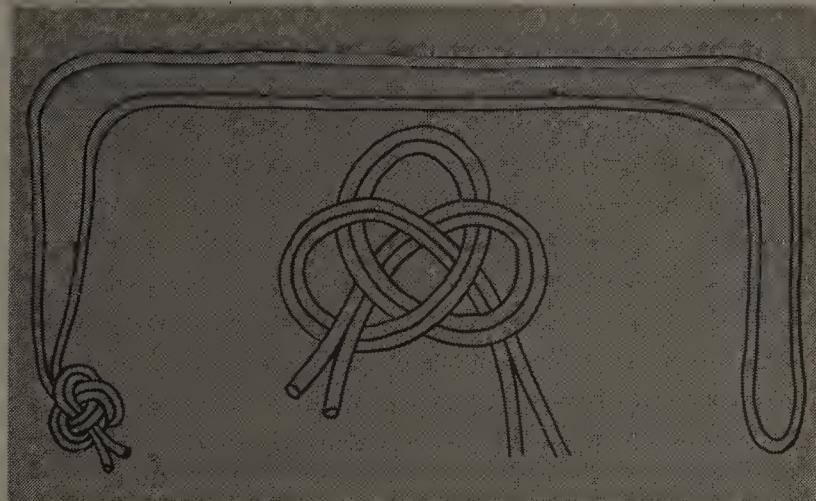
As for enjoying the Cup on ESPN, that's the only way to go. But forget going out for a sail in the morning; there's no wind in San Diego before noon.

↓↑I HADN'T GIVEN IT MUCH THOUGHT

About four years ago I made up some shock cord sail ties to use instead of hook-ended bungee cords. The ties do their job well, so I hadn't given them much thought — until I read Dr. Gardner's letter in the May issue warning readers about how they can lose an eye to a flying hook.

My ties have been a safe and convenient alternative. Each tie consists of a loop of quarter-inch shock cord with the loose ends tied in a bulky knot. After bringing down the main, I stretch the loop around the sail and over the knot. To remove the ties, I hold onto the knotted end and release the looped end.

To make such a tie, fold the cord in half, bringing the loose ends together so they're side by side. Treating the two ends as a single strand, make the knot (Ashley #526) shown in the illustration.



You'll need to experiment with the length until the tension is right for your mainsail — or whatever — then tighten the knot. Trim the ends so there is about one or two inches of cord beyond the knot.

I've sent along a sample tie for evaluation by the guys in the white coats at *Latitude 38*.

Philip Zhivago
Moonlight, Passport 37
South Beach / Menlo Park

Philip — The guys in the white coats only come around once a week, and that just to chat with the editors and adjust the tension of the hooked bungee cords on their straitjackets. In the interest of science, truth and the American way, they tried your little invention and report that it's every bit as good for patients as it is for mainsails. So carry on.

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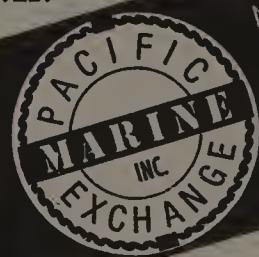
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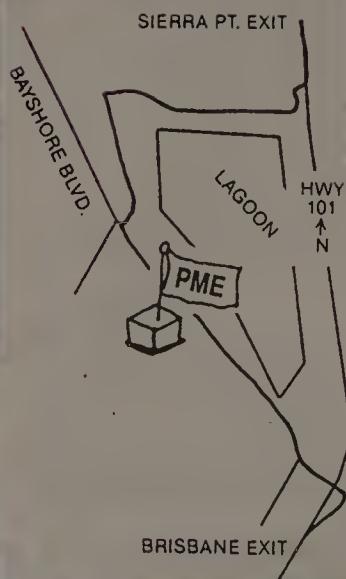
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LETTERS

↓↑THEY'VE GOTTEN AWAY WITH IT FOR 90 YEARS

Mr. Ruszler's May Letter about selenium and Bay Area refineries touched a nerve here. The Bay Institute has been involved with this issue since the Kesterson disaster was leaked by a whistleblower from the U.S. Fish & Wildlife Service in 1983. Four of the five selenium symposia at U.C. Berkeley since then have been co-sponsored by us.

We began investigating local point sources of selenium in the Bay in 1984, when the State Water Resources Control Board informed us that selenium in farm drainage that discharged into the San Joaquin River never — or hardly ever — reached the Bay. This is because all of what's left of the San Joaquin River is sucked up into the state and federal pumps at Byron and Tracy that serve the aqueducts.

One of the Bay's most serious problems is the failure of people like Mr. Ruszler to understand that the Bay is part of a system. It takes all three — ocean, Bay and river — to make the estuary function as a gift of nature — as it did for millennia before man started tampering with it in 1850. In 1989 we learned that 98% of the selenium entering the Bay from point sources comes from the six oil refineries.

Our first opportunity to do something about the selenium in refinery discharges came in 1990 when three of the six refinery permits — Shell, Exxon, and Pacific Refining — came before the Regional Water Quality Control Board for reissuance of their NPDES (National Pollutant Discharge Elimination System) permits. This happens every five years. The Bay Institute and its compatriots, Citizens for a Better Environment, pressed the Board staff, and then the Board itself, to require immediate limits on selenium. Instead, the Regional Board followed its staff advice and set up three years of study before requiring hard and fast limits on selenium coming from the refineries. We appealed this decision to the State Water Resources Control Board. At this writing the State Board has not yet voted on it.

Back to the Bay as a system. For those of us who have been watching the Bay decline as an estuary for 25 years, the Bay's primary problem is the disappearance of the Sacramento/San Joaquin Rivers. Even in normal weather/runoff years, the Bay loses as much as 70% of the springtime flows that drive the annual rhythms of the Bay's natural productivity. In dry years, such as the past five, the Bay loses as much as 85% of the springtime flows. That's bad, you say? What we are seeing, thanks to the five-year drought, is simply the Bay put on 'fast forward'. It's bad alright, but not near as bad as what's coming: both the federal Central Valley Project and the State Water Project want more water from the Delta, mostly to feed a bloated agribusiness (producing selenium!) on the west side of the San Joaquin Valley.

The planned end result of 51 years of federal and state water project development is to be the annual delivery of about 3.5 million acre feet of river inflow to the Bay covering 12 months of every year. This is the amount of river, only 10 or 12% of pre-development flows, that the Bay received in the low flow year of record, 1977.

The refineries may have gotten away with discharging selenium, and other better-known constituents and byproducts of oil processing, into the Bay for 90 years because for half that time the Bay had a river running through it. That is no longer the case. This is why the dredge spoil disposal issue has become so hot in recent years. That cost-saving disposal system for ports and the taxpayers has been going on since the first Corps of Engineers harbor improvement project in 1868!

The lesson is clear: The refineries and all other dischargers are going to have to pay the price of letting the river slip away from them. Ironically, neither the refineries nor other large dischargers, such as PG&E, have done anything during the last five years to support those "environmentalist zealots" who have been engaged in the State Board's Bay-Delta hearings to earn a permanent water right for the Bay as an estuary.

William T. Davoren, Founder
Bay Institute of San Francisco
Sausalito

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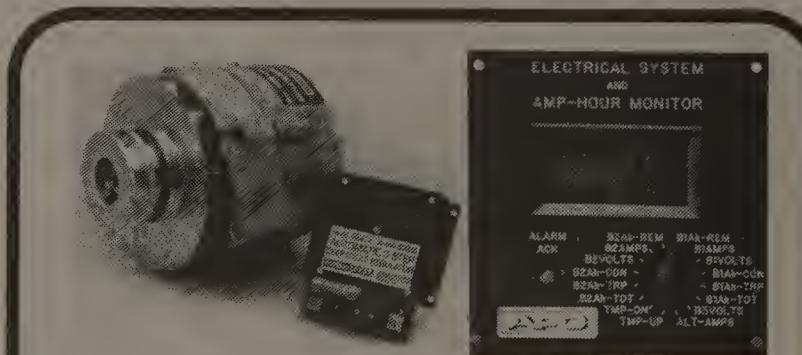
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LETTERS

↓↑WE ALL SAT AND WAITED FOR HIM

I'd like add my comments to those regarding Gil and Papi's (Deli) Cruising Center in Cabo San Lucas. Having spent two Christmas seasons in Cabo, '88-'89 and '89-'90, I can only concur with the person who said many of us have been taken in by Gil.

While he is often helpful, more often than not he will make promises that he has no intention of keeping and will keep you hanging around the deli for hours on end while you wait for him to get around to helping you out. No, it is not all business that keeps him busy. I have had the experience of spending a whole morning waiting for him, then when I offered to come back at a more convenient time for him, he suggested coming back at 2:00 p.m. When I arrived at the appointed time, I found that he had told two or three others to come back at that time, too. Then as we waited for Gil to help us, a friend comes by with a motorcycle and he takes off on an hour's ride on the bike. We all had to sit around waiting for him.

We had not specifically asked Gil for 'help', he'd volunteered it. Similar things happened all the time. We also note that Gil said his New Year's Eve party was a disaster. Well, I wasn't at the last one, but the previous two had been disasters as well, so what else is new?

The sooner *Latitude* quits promoting Gil and Papi's Cruising Center as the savior of all sailors in Cabo, the better off we'll all be.

We're heading off to Hawaii and back to British Columbia next week and expect to be back in Cabo in a motorhome next Christmas, but Gil's won't be on our list of places to stop.

E.W. Harding
Yacht DX
Nanaimo, British Columbia

E.W. — We think you're being harsher than necessary, but there's truth in what you say. So we had a little heart-to-heart with Gil.

"There are 400 yachts that come through here each year," Gil told us, "and we try to help everybody." While not qualified to dispense advice, we suggested that perhaps this was the problem. We recommended that Gil offer fewer services, but double his diligence in seeing that the ones offered were carried out to the customers' satisfaction. He told us that he'd been thinking about doing something like that, and was going to run a different kind of operation next year.

Gil's a good guy who means well and has done hundreds of favors for cruisers. He's trying to tune his business a bit, and we think you ought to give him the chance to improve. Lord knows we all need a break like that from time to time.

↓↑CHEAP ITALIAN DRESSING

Reading through the last couple of issues, I was impressed by the various remedies for curing ailing heads and discharge pipes. But these 'head doctors' really seem more like 'head chefs'. Touting vinegar for pipes and oil for lubrication, couldn't we just use cheap Italian dressing instead?

Dean & Sandi
Cascade
Oakland

Dean & Sandi — You're probably joking, but several captains of large charterboats in the Caribbean have told us they do just that.

↓↑I WOULD RATHER LEAVE THAT TO OTHER PEOPLE

Attached find a copy of a letter I received from the DMV, from which I quote:

"Both federal and state law prohibits the use of the letters I, O and Q as part of the vessel's CF number. Your vessel was erroneously assigned a CF number containing one of these letters and a new number must be assigned."

At first I thought I was the victim of a bureaucratic oversight, but after talking with other people, I have found that I am not the only victim of the DMV. Another person told me he got one of these letters

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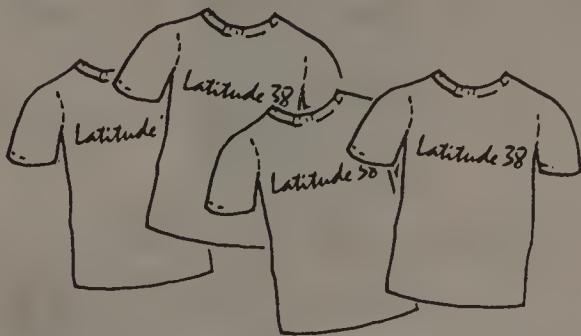
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LETTERS

a year ago — about the time I first got my CF number. This leads me to believe that the DMV probably continues to issue illegal CF numbers and correct the oversight afterwards — rather than programming their computer not to issue the illegal numbers.

I spent over a week and probably made ten attempts to reach someone at the number printed on the letter, but the phone was always busy. When I finally got through, I asked if they could issue me a new number that would require me to only change the letters and not the numbers as well. I was told that was not possible, but that they would send me a claim form so I can be compensated for the cost of replacing the CF numbers. The person I spoke to seemed surprised that I had not been notified earlier of the problem with the CF number.

I would comment further on this situation, but I would rather leave that to other people.

Ralph Kanz
Oakland

Ralph — The biggest surprise to us is that you ever managed to get through on the telephone.

↓↓NO SOUR GRAPES

Perhaps due to your infinite editorial wisdom, Little O may have finished races solely on the merits of her skipper, but I doubt if Flying Dutchman and Tornados got on the U.S. Sailing Team without benefit of crew.

The crews are, in order of omission:

Flying Dutchman: 1. Steve Bourdow. 2. Joe Thompson. 3. Peter Alarie. 4. Andrew Goldman. 5. Mark Christiansen.

Tornado: 1. Jay Glaser (mentioned). 2. Jamie Livingstone. 3. Karen Montag. 4. Dennis Palin. 5. Denise Mitrano Sheaffer.

No sour grapes, but give credit where it's due.

We enjoy the hell out of the magazine. You guys and Seahorse are all I need to know about sailboat racing and cruising.

Paolo Sheaffer
Texas, Where It's Humid!

↓↓SEE YOU IN SEPTEMBER

I'd like to publicly thank *Latitude* for putting the press releases for the Encinal YC's April 13 flea market in your *Nonrace Calendar* of events.

I feel we can attribute much of our success to your magazine. We had people come from as far as Washington, Oregon, Sacramento, Santa Cruz and San Diego. We had over 40 sellers and close to 1,000 buyers. According to those I talked to, both buyers and sellers did well.

Our event was so successful that we will have a repeat performance in September and again next April.

Skip Cooper
Encinal YC

Skip — We're delighted to do whatever we can to help make such events a success.

↓↓A NICE ALTERNATIVE TO A DRAB BULKHEAD

In keeping with your policy of enlightening mariners of the Bay Area, I'd like to share a tip.

The aft-cabin of our ketch had fiberglass bulkheads and the inside of the hull was lined with strips of teak. The hull surface sweats and really wasn't very attractive.

Recently I went to the Home Club and purchased approximately 60 square feet of cedar planking at the reasonable price of \$1/sq. ft. The tongue and groove planks came in 8-foot x 3.5-inch size. With the necessary furring strips I was able to plank the aft-cabin bulkhead and inner hull with much wood to spare.

The cedar planks are only 5/8-inch, so they bend quite easily.

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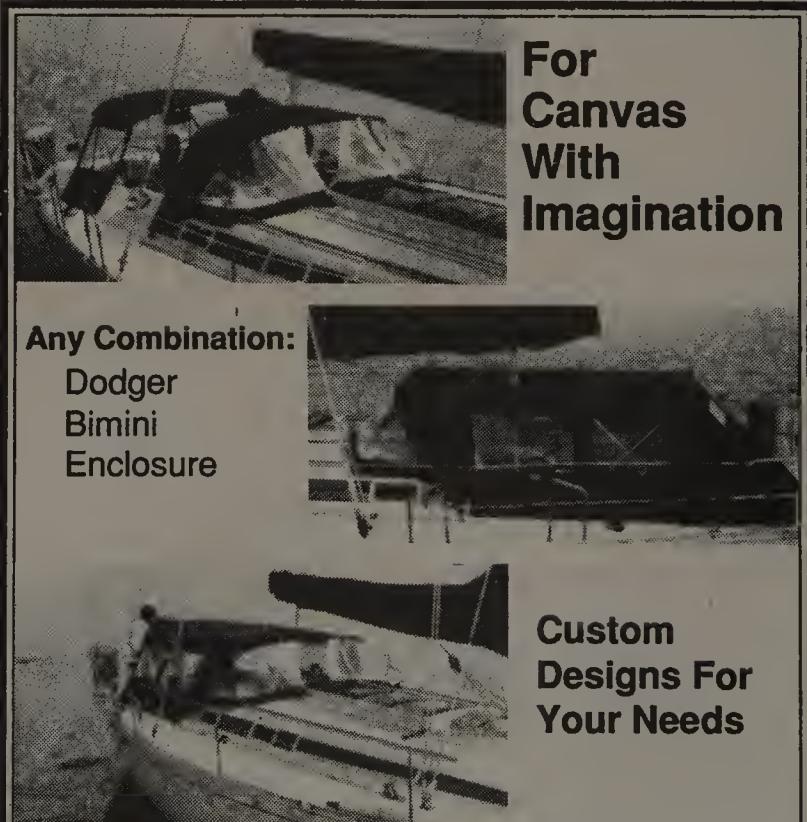
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LETTERS

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The whole project, including wood, screws and Varathane costs less than \$100, and it has really added a warm, nautical look to the aft-cabin. An added feature is the delicate cedar aroma.

The only tools I needed were a tape measure, jig saw, screwdriver, and an ice-pick for making starter-holes for the screws.

Again, it's made a very nice alternative to an otherwise drab bulkhead.

Art Shaw
Walnut Creek

Art — They sell the same cedar stuff in packages about four feet long. We bought some at the Price Club with the intention of covering the exposed fiberglass in our boat closets. We never got around to doing the job, but your recommendation has got us pumped up again.

↓↑IF IT SEEMS LIKE A BAD IDEA TO YOU

Guess what I recently heard on the weather? That several of the offshore weather buoys are going to be removed from service this summer.

These are the buoys that give advance notice of weather coming down the coast. If removing them seems like as bad an idea to you as it does to me, you had better write your Congressperson.

Buoys are cheap. Maybe we can try removing lobbyists.

Chuck Warren
Berkeley

Readers — For more information on this unsavory development, see this month's Sightings.

↓↑THERE IS CERTAINLY A GREAT DEAL OF ABUSE

As a former merchant marine radio officer, I would like to offer several comments regarding Ham radio as mentioned in the May 1991 issue.

The philosophy behind Ham radio is to provide access for Amateur Radio communications throughout the world. The term amateur here implies a non-commercial use, not to be confused with amateur in the sense of a beginner or novice. Many Ham radio operators, especially land-based stations, are expert operators of highly technical equipment (not toys) and are highly (self) trained in the use of this equipment as well as the etiquette involved in worldwide radio communication.

Ham radio was never meant to be an inexpensive telephone system for lonely cruisers to pass along gossip. While the dissemination of information among cruisers or the potential use in emergency situations is a tremendous asset of the Ham network, there is certainly a great deal of abuse within the cruising network. If cruisers had to pay cellular or SSB phone rates to conduct telephone conversations via their Ham sets, no doubt the use among this group would drop significantly.

The true licensed Ham operator will constantly try to improve his knowledge and performance, and will advance through periodic licensing exams toward higher levels of proficiency and operational skills. The true operator will also respect and follow the rules governing this specialized hobby.

Those who will take the time to learn the theory behind the controversial Morse Code will find that although the system is archaic in a world of satellite communications, learning the Code nonetheless provides a skill in using one of the oldest communication systems in the modern radio world. It may also save someone caught in a worst case scenario between a sinking boat and a ship when a flashlight is the only distress signal available. Morse Code has been proven to be

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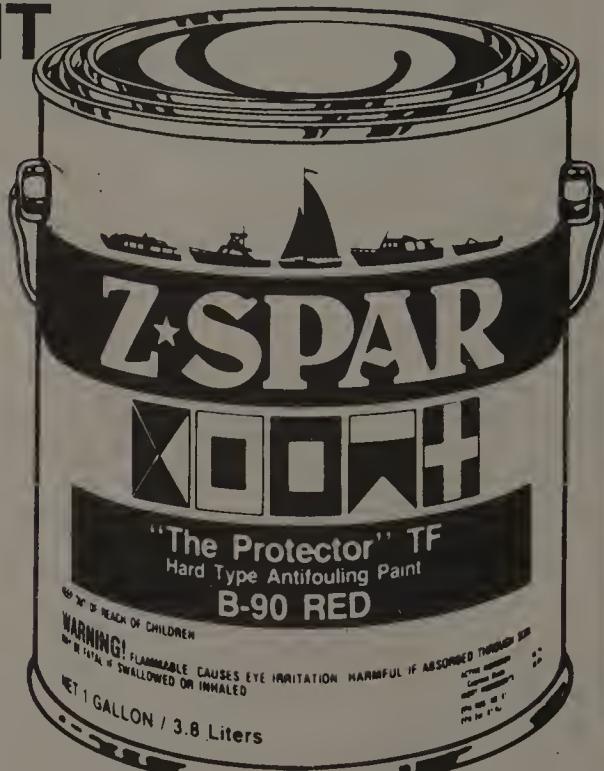
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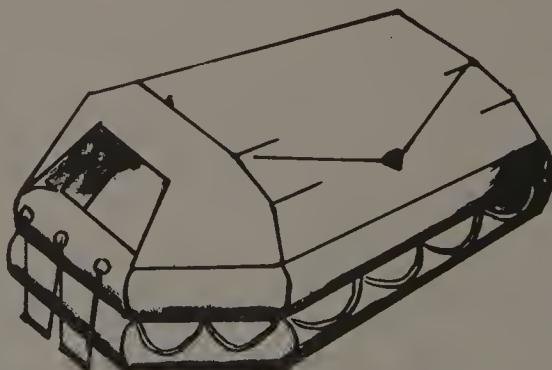
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LETTERS

the most reliable means of communication least affected by interference and/or reception.

Although now an outdated means of communication, Morse still has its place in Amateur Radio, and the ability to demonstrate skill and proficiency in Morse should not be looked on as a form of selection or "hazing". Coast Guard exams for vessel operators require applicants to demonstrate skills working out navigational problems on paper, which is an outdated and archaic practice in the current world of GPS, Loran, radar and satellite communications.

Studying and learning fundamentals and the building blocks upon which a skill or hobby is based provides a solid foundation for further proficiency in mastering Amateur Radio skills. While learning Morse may not be easy for some, knowledge of the Code provides a great deal of satisfaction to the cruiser who may well depend on its use some day.

Amateur Radio aficionados should not be expected or required to study for years and pass batteries of exams to enjoy this hobby, but anyone committed enough to becoming a reasonably proficient, courteous and knowledgeable Ham operator should see the value of learning the basics and protocols upon which Ham radio is based.

Miki Rosenfeld
Sausalito

Miki — Why single out Ham operators who happen to be on boats? If all Ham operators had to pay cellular or SSB phone rates for their mostly inane gossip, the Amateur frequencies would be silent. You and other land-based Hams seem to be jealous that there is often a little more meat, usefulness and satisfaction in the boat-to-boat gossip. And we're specifically not talking about commercial use, which we both agree is illegal and improper. We're talking about the basic 'reach out and touch someone' gossip that all Hams indulge in.

As for the 'true' Ham operator, he or she is purely a figment of your imagination and desires. There is no requirement to improve Ham skills; that's your trip. As for the assumption that there is some kind of correlation between radio proficiency and radio etiquette, we suggest it's negative if anything. There are a lot of angry and proud Hams out there who enjoy punishing those who don't live up to their personal concept of the 'true operator' — and they don't let etiquette get in the way of the administration of punishment.

We'll finally see the light on the importance of Morse Code when it's tested for on a continuing basis. If it's not worth testing for continually, then it's not important and the initial requirement is mere hazing. Frankly, we think most cruisers would be better served in emergencies by having spent their time learning French or Spanish than learning code. Let's all grow instead of clinging fearfully and angrily to the past.

↑ PLEASED TO BE ABLE TO HELP

Thank you very much for running Shimon van Collie's article regarding San Francisco sailors who are on the Olympic quest. They have all spent years achieving their level of competence and they are now pursuing their dream. We at the San Francisco Bay Sailing Association are pleased to be able to help them pursue their goals.

We are also pleased to tell you that several sailors from the Bay Area won the qualifications to represent the U.S. this summer in the Pan Am Games in Cuba and the Pre-Olympics in Barcelona. Going to the Pan Am Games will be Ted Huang (sailboard) and the Morgan Larson/Paul Kerner team (470). Going to the Pre-Trials will be Pam Poletti Healy (with San Diego's J.J. Isler) in the women's 470.

Thank you again for the nice coverage of the San Francisco Bay Olympic Campaign sailors.

Bill Claussen, Chairman
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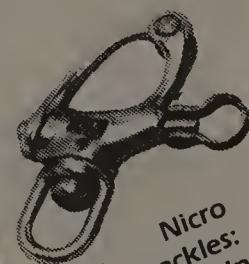
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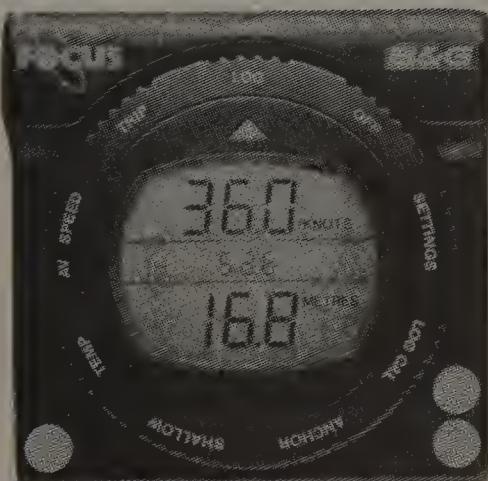
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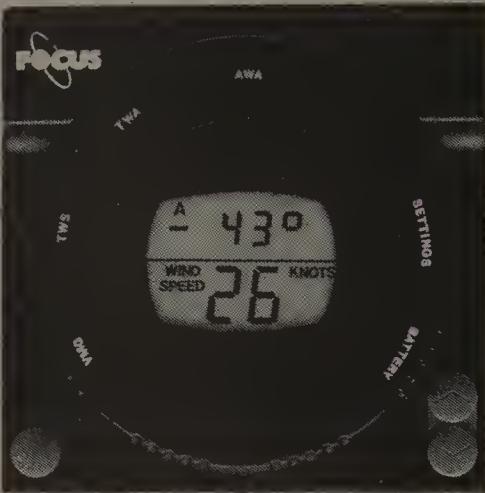


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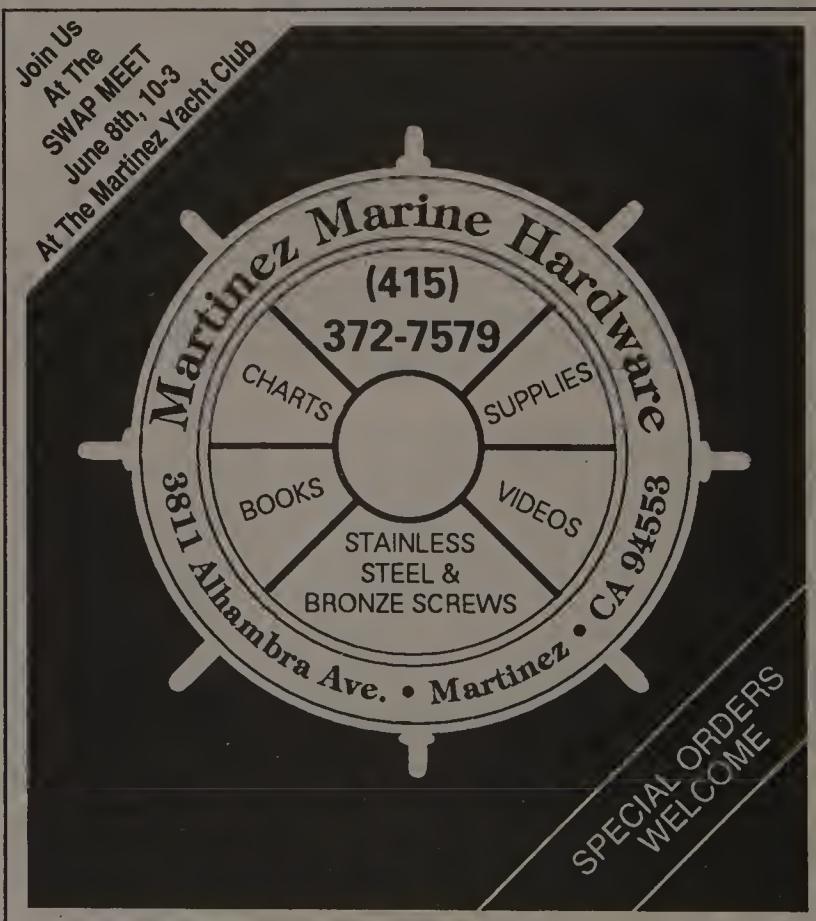
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LOOSE LIPS

Pier pressure.

If we had to guess, the BMW on *Maverick*, Les Crouch's red aluminum N/M 68 from San Diego, is probably looking for a new job. Seems he literally fell asleep at the wheel on the delivery up from San Diego to Marina del Rey for the Memorial Day weekend Cal Cup. He woke up with a bang, as *Maverick* — which witnesses said barely missed hitting the Marina del Rey breakwater — steamed into the Venice Pier at 8.5 knots. The impact was absorbed by the forestay (half of which was never found) and the halyards; still, the front end of the boat got pretty screwed up. Our source, colorful as ever, said "There's a hole in the port bow big enough to stuff a live chicken through." How this could have happened escapes us, but the moral of the story is pretty clear: you snooze, you lose.

Why didn't we think of it?

We must be getting old, because it doesn't seem that long ago that Randy Repass was selling nylon line out of his garage in Sunnyvale. Now Randy is CEO of West Marine Products, which recently announced the openings of their 16th, 17th and 18th stores on the West Coast (one in Ventura, the other two in Washington). One of the most successful retailer/cataloger/wholesalers of pleasure boat supplies in the U.S., West Marine currently represents more than 500 manufacturers, carries and inventory of 13,000 items and employs more than 500 people.

Over the hill.

On April 17, Daniel Villalon was stopped by San Francisco Police for a minor traffic infraction. Pretty routine until they ran his name through the computer, which spit out the information that Villalon was a deserter. He'd jumped ship off the cutter *Winona* in Port Angeles, Washington — in 1950! (Geez, we didn't think they even had computers then.) Now 68, Villalon was remanded to the custody of the Coasties, who didn't know quite what to do with him. As there were no extenuating circumstances surrounding the desertion, however, Villalon was granted a 'general discharge due to misconduct' in early May.

Are you a pepper?

Seems like we've heard this one before sometime somewhere, but never really followed through on whether it works or not. They say — we don't know who 'they' are — that a good dose of cayenne pepper added to bottom paint deters marine growth. Have you heard this before? Has anyone ever actually tried it? Does any other natural spice or substance work as well or better?

Great boat name of the month.

Jeffrey Kroeber of San Anselmo recently bought an Olson 25 named *Bankroll* and immediately changed the name to *Barking Dog*. Curious why anyone would christen their boat *Barking Dog* (roughly akin to *Heaving Pig* in our mind), we called Kroeber for the lowdown. Seems Jeffrey is an independent sound effects producer for movies, and his dog Toby, a mixed golden retriever/Labrador, has been the 'barking dog' in five movies now, including *Dead Poet's Society* and *Weekend at Bernies* (one of the sickest and/or funniest movies of all time). "Toby helped pay for the boat," explained Kroeber, whose next assignment is doing sound effects for the upcoming sailing movie *Wind*. He'll be spending July in Hawaii wiring a 12-Meter with microphones to capture the sounds of sailing, which then will be somehow spliced into the soundtrack. "Toby's going to have to sit this one out," laughed Jeffrey.

Bermuda triangle — untangled?

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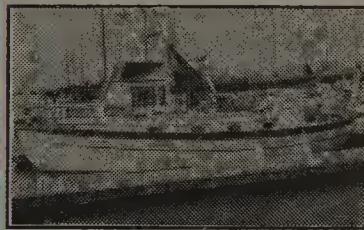
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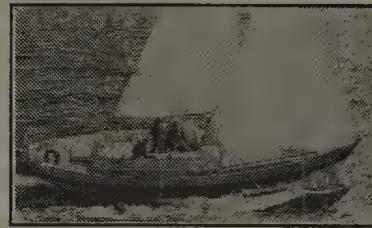
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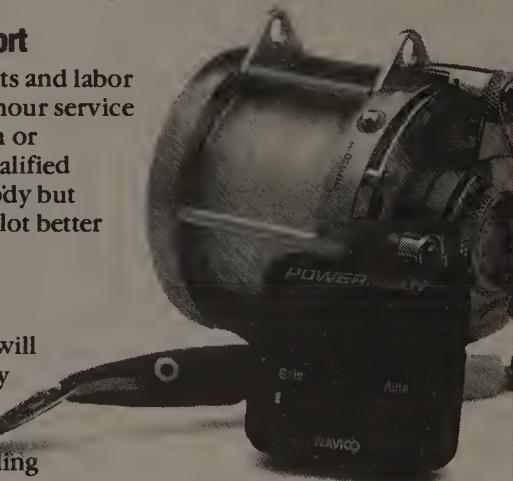
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LOOSE LIPS

Triangle 'mystery' was a bunch of hype. Hate to say we told you so, but now it seems the most convincing argument to the contrary — those five TBF Avenger warplanes that disappeared back in the '40s — has been debunked. Last month, an undersea research team found the planes, sunk offshore just where most experts said they'd be. The official line, taken from transcripts of the radio conversations that fateful day, has always been that the flight leader made a simple navigational error. The other pilots either didn't notice it or didn't want to speak up. The problem compounded until they were hopelessly confused and lost and, one by one, the planes ran out of gas and crashed into the sea.

Great boat names (cont'd).

You gotta admire someone who's not afraid to call a spade a spade. This guy's flashy sport fishing boat was aptly named, quite



possibly by a teenage daughter ('Like, oh-my-god, Dad, that's *truly gross!*!). We don't remember seeing a better, or more honest, power boat name in ages.

Sorry, Jennifer.

We can make excuses till the cows come home, but that doesn't undo the fact that we misidentified somebody in the last issue. The lovely lass identified as Jennifer of *Elias Mann* in the Baja Sail Week article — wasn't. We hope the even more lovely real Jennifer will forgive the faux pas.

Sherman, set the wayback machine for June, 1937.

Harry Hanssen of Concord recently came across an issue of *Yachting* from that month. According to a full page ad, Chris Craft — "The world's largest builder of motor boats" — offered Utility Boats from \$895, Runabouts from \$1150, Race Boats from \$1450 and Cruisers from just \$1495. The 40-foot gaff yawl *Galatea* was offered used at \$5,000. If you didn't want to buy a boat, you could always sign on for the schooner *Wander Bird*'s Ninth Annual Cruise from San Francisco to the Hawaiian Islands under the command of Warwick M. Tompkins of Berkeley. The price was \$750. In the 'just launched' section was the 63-foot *Elizabeth McCaw*, built for a guy by the name of R.J. Reynolds. Today, that boat is *Athene*, a recent class winner in the Master Mariners.

Where they live.

According to a survey by *Living Aboard* magazine, most people who live aboard (at least among the 250 respondents to a 1989 survey) do so on sailboats. At 48.9%, they eclipsed the other categories: power cruisers (18.3%), trawlers (6.8%), houseboats (6.8%) and 'dreams' (19.1%). Why? "It's that someday cruise to the tropics and the rationale of 'preparing' that justifies holing up all winter in a 10X8 closet," says *LA* in their fall 1990 issue.



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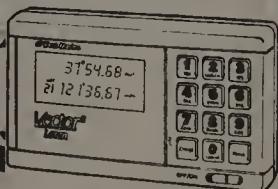
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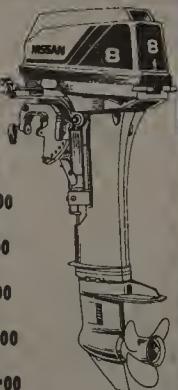
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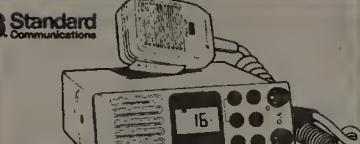


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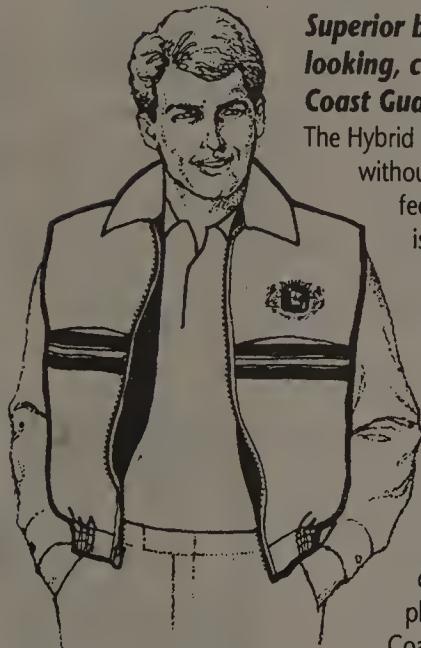
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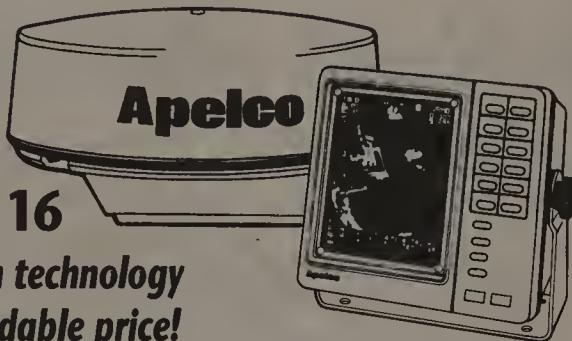
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here comes the tide; here comes the groom

It would be most bride and groom's worst nightmare: a wedding where the preacher gets seasick, the guests have to stand in muddy water up to their knees and the holy chapel is invaded by seals.

But as newlywed sailors Diane Ingriselli and Bruce McLeod will attest, these possibilities can't be overlooked when you're planning a wedding on Emeryville's Ashby Shoal.

Fortunately for the two members of Berkeley's Cal Sailing Club, neither tidal waves nor creatures from the deep made appearances at their May 18 wedding. Instead, about 20 slightly damp sailing enthusiasts and an equal number of bemused looking relatives dug their toes into the wet sand to witness the exchange of vows.

The 200-yard-long shoal, just north of the Emeryville Channel, is only above water in extremely low tides. Even then, it qualifies as an 'island' for about 3 hours, then disappears to become just another annoying obstruction.

For Diane and Bruce, the shoal holds a deep (or maybe that should be shallow) significance. Shortly after they met at a CSC class two years ago, they spent a long — and what eventually turned out to be romantic — evening on the submerged shoal, trying desperately to dislodge their keel from the mud.

Things have been going a lot better for the couple since then. This fall they jointly purchased the Santana 22 *Kokopelli*, becoming engaged in October during a cruise aboard. For their wedding, they wanted something different, something that reflected their love of sailing. "The Sailing Club meant a lot to us and the shoal is kind of like the club's private island," says Bruce.

That's how the couple got involved in the mind-boggling logistics of carting dozens of landlubbers to and from a normally barren sand bar. In addition to the normal wedding-day disasters, shoal weddings present a whole new realm of potential problems. There are outboards to break down, weather forecasts to be totally incorrect — and the perplexing question of what to wear.

Matters can get even worse when your best man and chief organizer is a practical joker like Bruce Kapit. A former CSC Commodore, Kapit waited until all the wedding plans had been made, then urged Diane and Bruce to check the tides one more time, "just to be safe." He handed them a year-old tidebook already opened to May 18. The morning tide levels noted there would have put the wedding party several feet underwater.

"They were aghast," Kapit said. "It was a heck of a laugh, but it only lasted about 10 seconds, until Diane saw the date and threw the tide book at me."

The night before the wedding, northerly winds blew 35 knots outside the Berkeley Yacht Club. The Bay was so choppy that many racing veterans sat out the Friday night races. But the wedding couldn't wait. The food was already prepared, the minister was arranged, and relatives were arriving on the train from Michigan. There was nothing to do but go on with the preparations — and pray for good weather.

Fortunately, by Saturday morning the seas had settled and the shoal broke the surface right on schedule. CSC members arrived in Lido 14s. Steve Kingsley, official coachman for the occasion, ferried out the non-sailing guests in a borrowed Boston Whaler, wearing a top hat, bow tie and all-black drysuit.

As the morning sailed on, the casually-dressed guests wandered about the shoal, anxiously speculating over which would show up first: The bride or the high waters. Finally, the Whaler appeared again. The bride stood up, and Bruce let out a gasp. Diane was wearing a full white wedding gown and veil, accented by a pair of bright red rubber boots.

Kingsley drew an aisle in the sand and the crowd hummed a few bars of "Here Comes the Bride." When Diane reached the spot designated as the alter, she threw off her dress, revealing her 'real' outfit: jeans and a T-shirt.

Up until that point, the wedding party's conduct had been far from the solemnity usually expected at such occasions. But, as Unitarian Minister Scott Sherman recited the wedding vows, tears rolled down the cheeks of both the bride and groom. There were a few wet faces in the crowd, as well.

It wasn't long after the "I do's," that guests began to notice the water inching up around them. A boombox playing "Anchors Away" blared as the newlyweds climbed into the Whaler and headed to their sailboat, anchored 500 yards away. But before the lovers could sail off into the sunset of nuptial bliss, they had one more cherished old memory to relive.

Their keel was stuck in the mud.

— erin mccormick

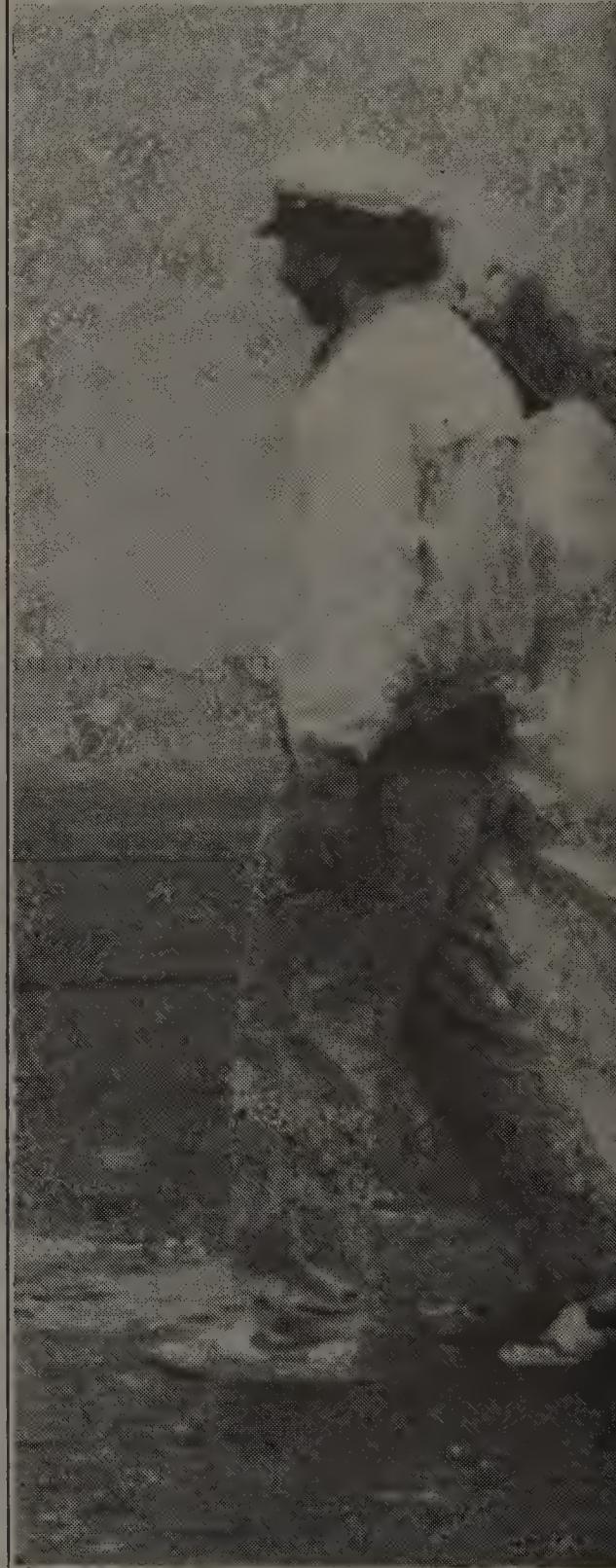
the building, yes;

Before the rumor mill grinds the truth into unrecognizable pulp, here's the straight skinny right from the horse's mouth: the building *Latitude* occupies is for sale. The company is not.

When and if the building sells, *Latitude* may or may not continue to occupy it. One

real time

Sailors accustomed to tuning in to 24-hour VHF weather reports might now begin to imagine life without them. Five data-



the company, no

thing's for sure: if we remain here much longer, we'll have paid enough in parking tickets to put the meter maid's flock through Harvard.

In any event, the mailing address, P.O. Box 1678, Sausalito, CA 94966, will remain the same.

out of time

transmitting buoys stationed off our coast and funded by the Minerals Management

cont'd center of next sightings page

changes in attitudes

When Roger King says of his 40-ft cutter *Mangareva* "This boat changed my life," he really means it.

A couple of years ago, as an executive in the high-pressure world of software development and marketing, Roger was suffering the early stages of burn-out. So he took a leave of absence to, as he puts it, "simplify my lifestyle and learn how to enjoy myself again." Part of his self-prescribed therapy was to get more into sailing, and he arranged through one of our Crew Lists to go out on daysails with a retired man whose boat was based in Alameda.

That's when it happened. He opened the August, 1989, issue of *Latitude 38* to see if there was some rudimentary map that could help guide him to this fellow's marina. Instead, the magazine fell open to a picture of THE boat. You all know THE boat, the perfect blend of size, form, function, rig, character and so on that we all sail to far horizons in our mind's eye. Well, this was Roger's.

cont'd next sightings page



PHOTOS: ERIN McCORMICK

changes — cont'd

The 38-year-old Dallimore cutter was being offered by a local brokerage firm, which Roger called immediately, the daysail forgotten. In the usual way of matters surrounding THE boat, the more he found out, the more their union seemed preordained: Roger was born in England in 1948; *Mangareva* was launched there just three years later. The builders, though no relation, were also named King. The layout was perfect for a single person to live aboard — an idea he had never before considered but which now seemed entirely logical. And the sturdy wooden construction and classic lines seemed to offer a tangible route back to the simpler lifestyle he sought. From there, everything just clicked into place and within a week, the man who wasn't shopping for a yacht owned the first and only one he'd ever looked at.

On a subsequent visit home to England, Roger looked up the 'sons' part of Harry King & Sons, the builders. Yes, Harry King recalled working on the boat with his father and grandfather, despite the fact he was only 12 at the time. No, the plans weren't available — they'd been lost in the flood in '55. But the writeups were, and Roger soon added several articles from early '50s British yachting magazines to his growing folio of the boat's history.

Although Norman Dallimore designed *Mangareva* (named for a small island in the Pitcairn group where *Bounty* was scuttled and *Mangareva*'s original owner was stationed during the war) to be a 'fast cruiser of moderate design', the boat's construction materials were the exotics of her day: English elm for the keel, bent oak frames, larch and gurjun planks, iroko coamings and hatches, silver spruce spars — all of which has survived the last 40 years and dozen or so owners in fine shape. Her principle dimensions are 40 feet overall, 27 feet on the waterline; a little over 9 feet on the beam and 5 1/2 feet deep. She carries 610 square feet of working sails and displaces 11 1/2 tons.

Though apparently rating well under the RORC rules of the time, *Mangareva* was not built to any rule and has never been seriously raced — except in our local Master Mariners Regatta where once a year everybody who owns a classic yacht takes racing pretty seriously. (See the picture spread on this year's regatta elsewhere in this issue.) Her first such outing was only last year, where she got a gun at the finish line, "And we were about three hours into the celebration before we found out that we hadn't won," says King, who figures "they were shooting at us rather than for us". The mixup occurred because *Mangareva* carries the same sail number as another boat. "The thrill of victory and the agony of defeat all in one day," he says.

Due in large part to *Mangareva*, Roger is a happier man these days. Tanner of face, more casual of dress, bushier of moustache — he never did go back into the software wars. Instead, he put his expertise in running small to midsize companies — he's started and/or run several over the years — into a management consulting business. In fact, by 1991, practically the only part of his life *Mangareva* had not become a part of was his work. Now even that has changed. Late last year, working with partner and licensed skipper Tom Cassidy, Roger laid out a plan to mix business with pleasure.

"Basically, what we do is take people sailing to show them how to run their companies more efficiently," says King. "We take six at a time, mostly nonsailors, and mix them up so that the company president might be in the same group as, say, the mail room clerk. We tell them to imagine 'the boat is the company' and to make it move forward, they need to cooperate and communicate. We rotate each of them to every position — helm, tailer, trimmer and so on — with the helmsman 'in charge'. Sometimes we'll have a friendly contest to see which helmsman can get the best speed out of the boat. Suffice it to say it's not always the president."

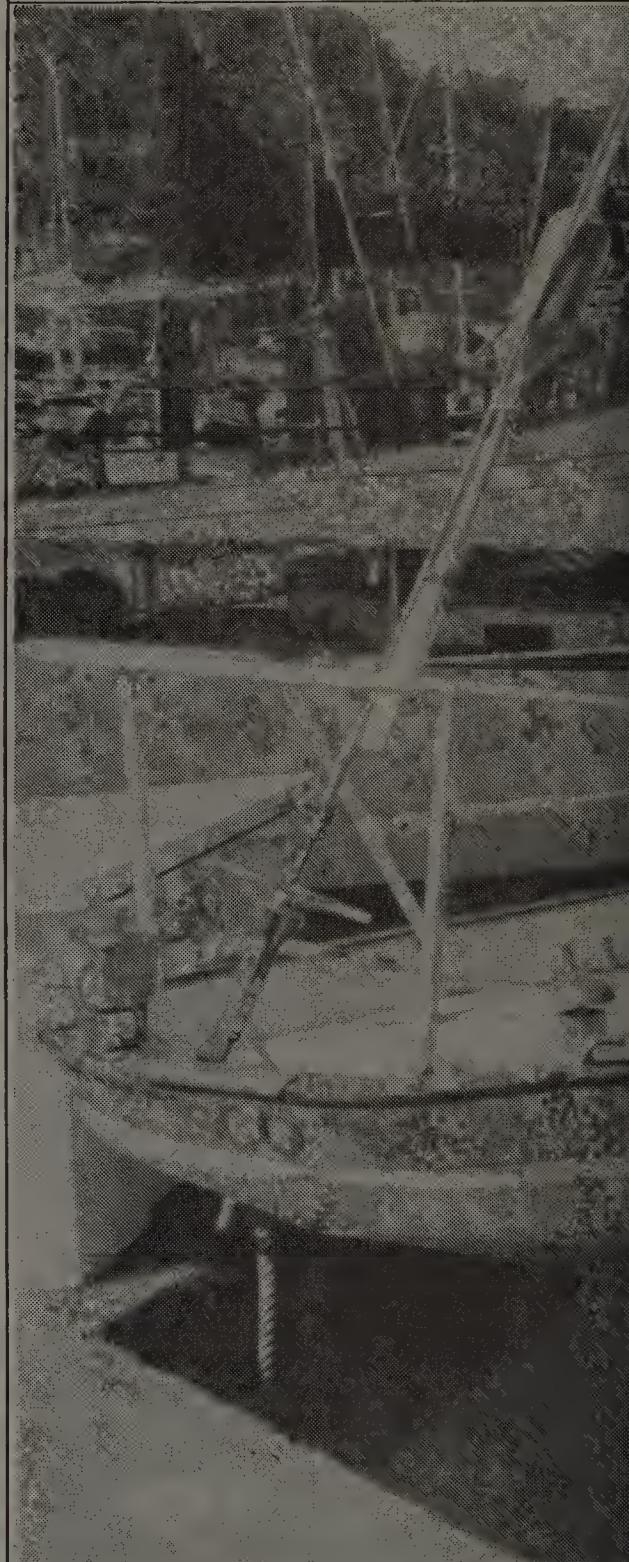
Response has been so encouraging that Roger plans on making *Mangareva* an integral part of SeaCom Group, his consulting business. "By the time these guys get back to the dock, they not only understand the principles of what we've tried to impart, but they've gone through this shared experience that's given them a bit of the *esprit de corps* all crews feel. Guys that hardly spoke to each other before come back slapping one another on the back and joking. It's really worked out well."

We sure as heck can't think of any better attitude adjuster for work or play than sailing. (For less intensive seminars and tours, Roger and Tom recently added a 53-ft Lake Union motor cruiser to the SeaCom 'fleet'.) For more information on SeaCom Group, Roger can be reached at 331-0125.

out of time

Services have just received a four-month extension. That means they will remain in position and operating until September 30, the end of the Congressional fiscal year. What will happen then remains anybody's guess.

Commercial fishermen learned of the buoys' imminent removal last year and began a letter writing campaign that has at least gotten the attention of lawmakers in a position to save these devices. The weather buoys, strategically placed offshore, transmit data on wind speed and direction, as well as wave height and intervals, to the National



— cont'd

Weather Service, which issues the information via VHF weather reports that are updated every three hours or so.

MMS installed the buoys a decade ago when plans were afoot to increase the number of oil and gas exploration leases off the West Coast. Before these leases could be issued, environmental impact reports had to be done; the buoys were installed in order to gather the data necessary for the reports. In the meanwhile, the NWS was able to make use of the information without incurring the expense of installing and maintaining the

cont'd center of next sightings page

things looking down for zaca

For the past two years, readers have been following a miniseries in these pages. The central character is the 118-ft schooner Zaca. Launched from the Nunes yard in 1931, the star of our show has strong ties to the Bay, although she's perhaps best known for once being owned by actor Errol Flynn.

Anyway, those of you who know what we're talking about (and the many of you who have written in these past months asking for updates) will know that for the past five years or so, Zaca has lain at a French shipyard sans rig, interior and any care except that required to keep her afloat. In other words, she's a near derelict kept afloat by several large pumps that run pretty much continuously. The 'hook' of this miniseries has been whether or not she might be restored to her former glory — or go the way of the buffalo. To refresh your memory, the three possible futures we've heard suggested in the past two or three years are: 1) Cut a door in the side, fill the boat with Errol Flynn

cont'd next sightings page



zaca — cont'd

memorabilia and make her a permanent French dockside tourist attraction; 2) A package deal: for \$6 million, you get the boat and a complete restoration by Riviera Yacht Services, the yard where she's tied up (no takers in the last year); or 3) Letting a small group of Sausalito classic boat enthusiasts have *Zaca* for some token fee and see if they could get her patched up enough to ride a freighter back for a total restoration in the city where she was built.

We're sad to say that this current update is more bad news than good: on May 17, *Zaca* sank at her slip. Fortunately, the water was only 12 feet deep, so she's readily raisable, though when that will happen is unclear.

So is interpreting this latest turn of events. Is this one more nail in the great schooner's coffin — or perhaps incentive for the shipyard to finally consider more realistic options (see possibility 3 above) while the old girl still has some dignity left? John

cont'd next sightings page

out of time

buoys.

Most of the buoys had a 10 year 'tour of duty' that expired June 1, 1991. One goes through June, 1992, but the fact that the president declared a moratorium on offshore drilling means that the information it transmits is no longer needed, at least by MMS.

Although the NWS would seem to be the logical agency to take over the operation of the buoys, officials there insist they don't have the funds to do so. Neither does the Coast Guard, part of whose duty it is to maintain government-owned buoys. The National Oceanographic and Atmospheric Administration, the parent agency of the NWS, has mounted a campaign to fund a new type of radar instead, which they say will enable them to predict the weather more accurately.

Mariners reply that they don't want predictions, they want real-time weather



KATHIE MORGAN



— cont'd

reports. They don't want funding that could be allocated to the buoys to be spent on radar which they believe will duplicate the information already transmitted by satellite. They want wind and wave statistics, and they don't particularly care whether or not the wind carries rain with it. In short, they want the buoys to remain.

Congresswoman Barbara Boxer, chair of the House subcommittee which oversees the operations of the Coast Guard, has written USCG Admiral Kime urging that he take action, in cooperation with MMS and the NWS, to maintain the existence of the buoys, or to take other steps to ensure the safety of mariners. Boxer's office says the letters of protest have been noted by those in a position to save the buoys, and recommends that anyone interested in participating in the campaign write Congressman Walter B. Jones, Subcommittee on the Merchant Marine, H2-531, Annex 2, Washington, DC 20515.

— kathie morgan

more bad beacon news

On a somewhat related subject, the plan to drastically reduce the number of radio-beacons along the California coast is also coming under heavy fire from sections of the boating public. The following are excerpts from a letter addressed to the Coast Guard, PICYA and us from Jack West, longtime sailor, cruiser and co-author (with wife Carolyn) of the book *Cruising the Pacific Coast from Acapulco to Skagway*.

The announced plan to close down nine radio-beacons is an absolute disgrace. It must have been conceived by some desk navigator within the Coast Guard who is utterly without experience in coastal navigating and who believes all the propaganda cranked out by the Loran peddlers.

Shutting down the RBNs at Farallon Island, Pt. Reyes and the SF Approach Buoy is particularly alarming. That area is one of the worst on our coast for fog, making the need for RBNs a top priority. Nearly as bad for the same reason would be shutting down Anacapa Island and the Pt. Vincente beacons.

The statement in the Local Notice to Mariners of 29 April that the RBNs are primarily used by recreational boaters to home in on a harbor is without foundation. The facts are that the RBNs are used by commercial fishermen and recreational boaters for coastal position-fixing and for harbor approaches during times of low visibility. True, Loran is of value when offshore for approximate position-fixing, but not for close-in precision approaches to

cont'd center of next sightings page

zaca — cont'd

Skoriak, our 'Zaca correspondent' and principle in the Sausalito group hoping for her return, is on the story now and will have an update on the next episode of the *Zaca Chronicles*.



'Zaca' in 1989.

COURTESY JOHN SKORIAK

make it or break it

Russell Long finally got wind. You remember Russell, the San Francisco-based speedsailing fanatic who in the last year has carted his wild looking trifoiler *Longshot* to Texas and Canada looking for serious breeze. To refresh your memory, he got enough in Canada to set records in nearly every speedsailing category.

But to speed freaks, 'enough' is never, well, enough. Long wanted some wind, goddammit, to show what he knew the Greg Ketterman-designed trifoiler could really do — go through the traps at speeds approaching the national speed limit. To Russell's way of thinking, breaking the mythical 50 mph barrier was not only possible, it was a given. It was only a matter of being in the right place at the right time.

In early April, his team set up camp in Bodega Bay. The wind came and mostly went, never blowing over 16. The right place and right time that month turned out to be the 'French Trench', the manmade speedsailing course in the South of France, where on April 18 boardsailor Thierry Bielak became the first sailor to break 50 mph. In maritime measurement, his official speed was 44.66 knots.

Long persevered. Working at his San Francisco office, he was available at a moment's notice if the team at Bodega expected wind. On May 9, Russell got the call and the breeze. Winds gusting over 25 sent *Longshot* through the timers for new records in almost every boat category. (In speedsailing, sailboards are not considered 'boats', but compete in a category of their own. Boat classifications are predicated on sail area, and Long can change *Longshot* from a class C to class B racer — or to an 'unlimited' class A boat — simply by changing rigs.) The Class C record was upped from 28.29 to 36.78 knots. The Class B record went from 34.53 to 38.16 knots. And class A? With its 'big rig', *Longshot* was screaming across Bodega at the highest speeds she'd ever gone — Long's team feels confident it was within a mile or two of 50 mph — when something let go and the twin rig failed in what observers called "a spectacular crash".

Long and the boat survived intact to race another day. For now, however, the winds have died down in Bodega and the team has packed up and gone home. But speed sailors don't spend much time savoring victories. Long and his team, which includes *Longshot*'s designer, Greg Ketterman, are repairing and updating the boat. They're also looking at venues for the next record attempt and, as mentioned last month, shipping the *Longshot* and a backup boat to the French trench is still under serious consideration for later this year, pending sponsor approval. Long points out that to beat Bielak's record, *Longshot* needs only 2/3 of the 55 knots of wind that the French boardsailor had. "As we continue to optimize the design, I'm certain we'll be seeing speeds of over 45 knots," says Russell.

old friends, new ideas

It's been a little more than five years since Steve and Linda Dashew sold their Deerfoot company, a New Zealand-based producer of large cruising yachts as fleet as their name implies. But the California-based couple have hardly been idle. Much of the last half decade has been spent getting two daughters through high school in Ojai and working on their latest book, the popular *Offshore Cruising Encyclopedia*. (Their first book, the *Circumnavigator's Handbook*, was published in 1983.)

They've been doing research, too, both for the second edition of the 'Cruising Encyclopedia' due out sometime next year, and for — possibly — another go at the boatbuilding business. The latter brought them to the Bay Area briefly in May. On their way to Alaska for the summer, they stopped here to see the sights and renew a few old friendships before heading on north.

Their yacht is the 72-ft Sundeer, a long, lithe, plumb-bowed aluminum ketch that looks an awful lot like a Deerfoot, but which Steve cautions is a 'different animal'. It incorporates several experimental concepts in its design that the Deerfoots didn't, such as lateral resistance shared by a large rudder and long, shallow keel.

Much like ourselves, Sundeer's rough, no-nonsense exterior belies an inner beauty. (Okay, okay...) The hull, deck and cabin are all bare aluminum, because "I never have to worry about scratching the paint on docks or if somebody swings into us in an anchorage," says Steve. For nonskid decks, he's simply roughened all the heavily trafficked surfaces with an air grinder — quick, easy and easy to renew anytime.

Down below is another story. Sundeer is one of the most exquisite yachts we've ever been aboard — light, open and airy with fine art on the bulkheads and flawless varnish on the woodwork. And though equipped with relatively minimal electronics for her size, Sundeer definitely has all the comforts of home — including all the necessary desktop publishing equipment to dummy up their new book.

A quick tour revealed the boat is also one of the best thought-out we've seen, employing scores of ideas and innovations Steve and Linda have developed in more than 30 years of sailing. (When we first met Steve back in the late '60s, he was one of the real hotshots of west coast catamaran sailing, building and racing a series of two-hulled rocketships all named *Beowulf*. Those years became a major influence behind his Deerfoot and Sundeer designs: long, slender, easily-driven canoe hulls that have been likened to 'one-hulled multihulls'.) One Deerfoot quality he has carried over is that Sundeer is designed to be handled by minimal crew — in most conditions, Steve and Linda are able to sail the boat themselves, including setting and carrying both main and mizzen gennakers.

On the subject of boatbuilding, Steve echoes the sentiments of most who have 'been there, done that': "It's a hard way to make a living. But if some of the experiments we're trying on this boat work out as well as I think they might, we may give it another try one of these days."

Why Alaska? "Well, we've heard a lot about it and decided it was time to go see for ourselves. But I'd say the main mission is just to get back on the water. We've been ashore long enough. I've always thought involvement — or the lack of it — was a weak point among many designers of cruising boats. How can you know what works until you get out there and live the life aboard one of your own boats? We've always felt that was one of our real strengths.

"Besides," he smiles, "somebody's got to do it."

baads day at south bay

Members of the Bay Area Association of Disabled Sailors (BAADS) sponsored an open house at San Francisco's South Beach YC on May 18 to kick off their campaign to expand boating into the disabled community. About 20 people attended the event, where Paul Imperiale, the disability coordinator for Mayor Art Agnos' Community Development Department, made a presentation. They were also treated to a trial run aboard the association's 20-foot Freedom Independence sloop. Designed by Oakland's Gary Mull, the yacht features special adaptations for disabled sailors without sacrificing performance and speed.

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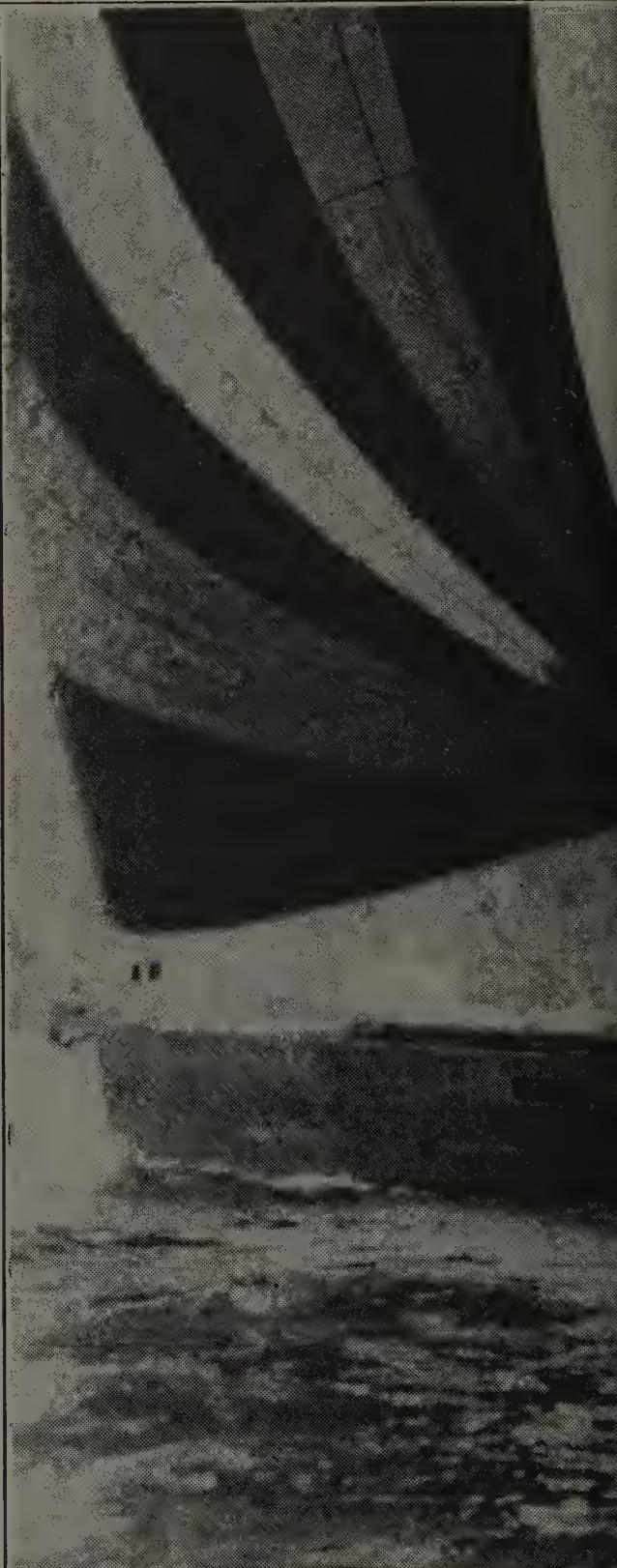
beacon

anchorage or harbors. Only an RDF and/or radar are accurate enough for close-in operations, as any experienced mariner will testify.

The proposal to increase the range of 8 RBNs is commendable. That was recom-

where the

How times change. Take the Admirals Cup. As recently as 1985, this premier Grand Prix event featured 17 three-boat teams from as many countries pitting their



— cont'd

mended to the Coast Guard after an extensive survey by the California Department of Boating and Waterways 20 years ago. But it does not offset the degradation of safety by closing down another nine.

— jack west

buoys are

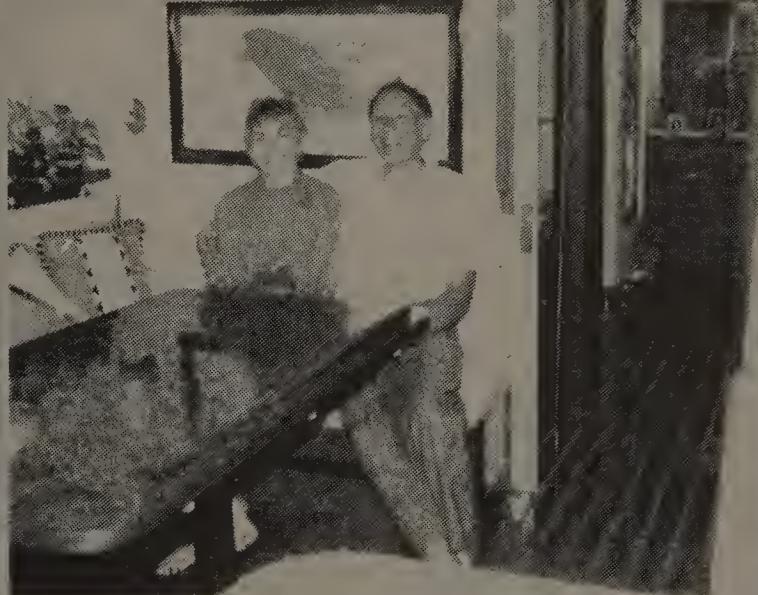
best and brightest sailing talent against one another in the hottest racing on the globe. This year, at this writing, the field has sunk to
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south bay — cont'd

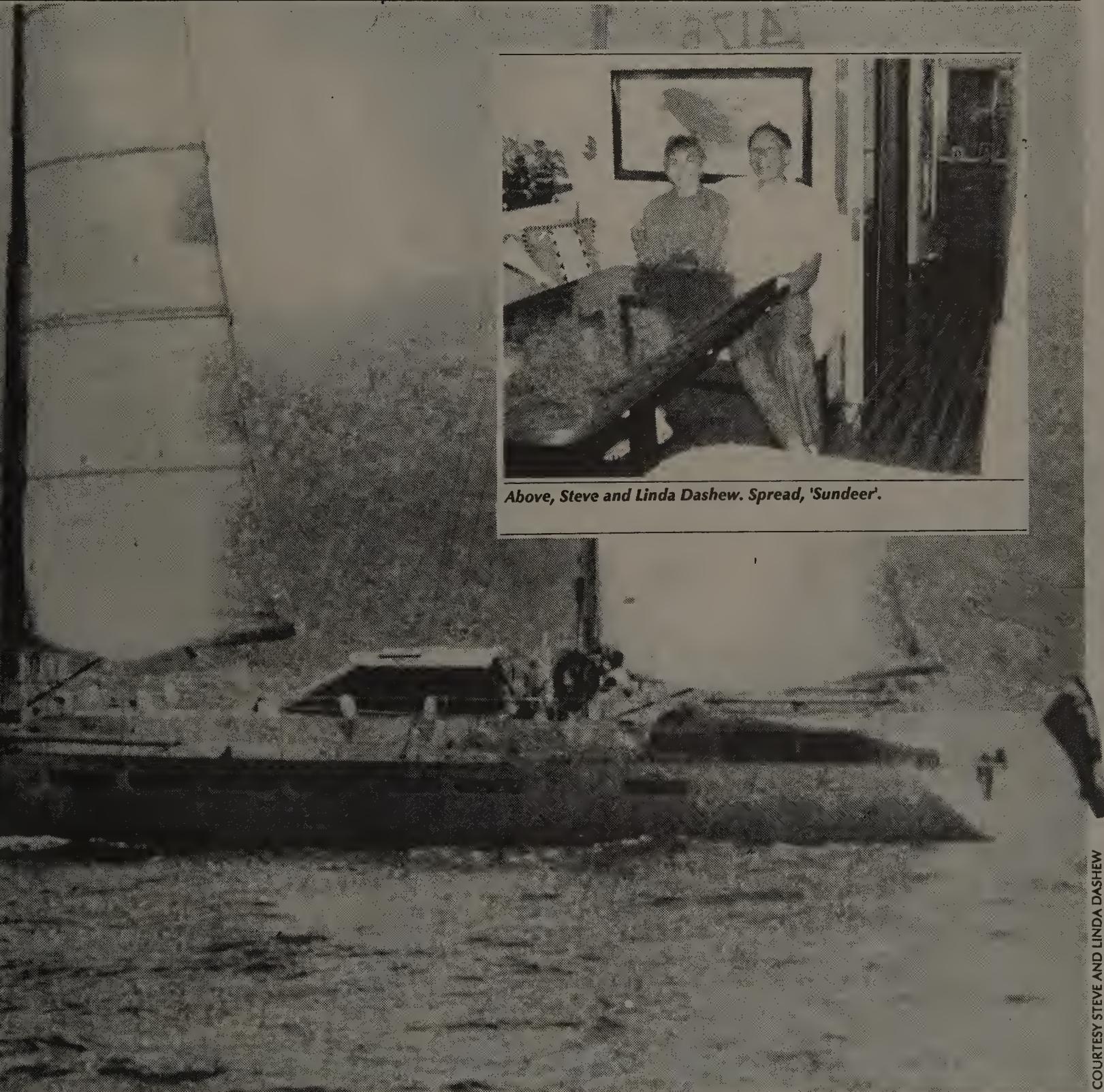
David Stuart, president of BAADS, says that enthusiasm ran high during the gathering. A special bench was used to board those who must rely on wheelchairs for transportation. The outing also celebrated the club's recent acquisition of liability and hull insurance for \$1 million. They hope to offer group instruction and other outings in the near future.

The club's yacht has been berthed at South Beach YC's Pier 40 harbor since last September. South Beach YC is also working with BAADS to develop a community boating program as part of their responsibilities to the San Francisco Redevelopment Agency. Stuart says that BAADS, many of whose members graduated from the very successful Oakland/Lake Merritt disabled boating program, wants to connect with other disabled sailors who desire more experience and training.

The next big hurdle for the club is to install either a ramp or an elevator at
cont'd next sightings page



Above, Steve and Linda Dashew. Spread, 'Sundeer'.



COURTESY STEVE AND LINDA DASHEW

south bay — cont'd

Pier 40 so that members can more easily negotiate the eight foot tidal variation between the street and dock. One possible source of income is a grant from the Coastal Conservancy, on which Stuart is working.

For those who want more information about BAADS, or if you want to lend a hand, call David Stuart at 415-236-7821 and leave your name and number.

— shimon van collie

happy birthday, terry

Sunday, May 26, was Terry Klaus' 50th birthday. Frankly, he was looking forward to being in a little more festive mood. As owner of the classic schooner

cont'd next sightings page

buoys

seven teams for the July 28 through August 15 series, and more than one observer has voiced the opinion that 1991 may be the swan song for the once-great series. Nobody seems interested any more.

Ironically, the dwindling IOR fleet at the Admiral's Cup may inadvertently help usher in one of the next waterborne 'fads' — advertising. No more will Solent racers race around boring old numbered cans. In 1991, they'll round marks with official titles like



Clockwise from above: 'Brigadoon' before the crash; Terry Klaus (left) surveys the damage; the mystery boat; cleaning up the wreckage.

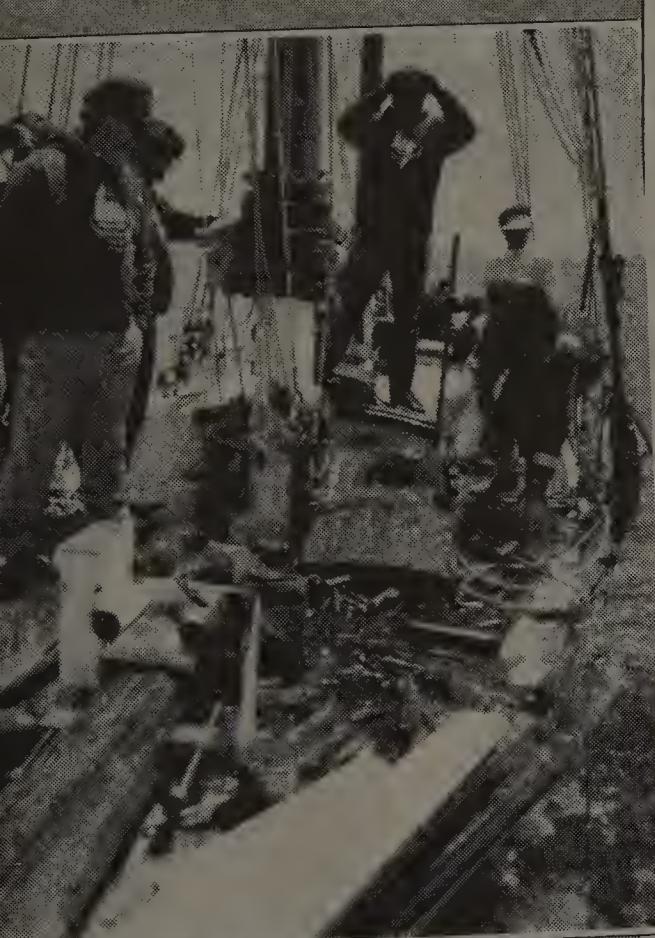


— cont'd

'Porsche', 'Daks Simpson', 'Champagne Mumm' and 'Land Rover'.

Yes, advertising has come to buoyage, or whatever you call it. Buoys — now in the Solent, doubtless elsewhere in the future — will no longer merely mark the limits of channels and race courses. They'll now also serve as nautical billboards, where advertisers can get their brand names before well heeled customers and yacht clubs (who

cont'd center of next sightings page



PHOTOS: PAT O'DANIELS

happy birthday — cont'd

Brigadoon, Terry was hoping to spend Sunday basking in the glow of another nice placing in the Gaff I division of the Master Mariners Regatta, which was sailed in excellent breeze the previous day. (See story elsewhere in this issue.) But what *Brigadoon* got was T-boned — and we don't mean the ones on his Memorial Day barbecue.

"It happened just below Blackaller Buoy," says Terry. He and crewmen describe the port-tacker as about a 45-ft steel cutter. There were two couples on board who appeared to be spectating the Master Mariners. Their main attention seemed focused on *Anna*, a nearby ketch that had broken her mainmast a little earlier. On starboard tack and rail-down, *Brigadoon* hailed for right-of-way, whereupon the woman driving the cutter inexplicably turned into them, driving the boat's bow well up and over *Brigadoon*'s foredeck with the results you see here. Among damage to *Brigadoon*: 6 to 8 feet of annihilated bulwarks, two blown out headsails, a broken staysail boom and who knows what else once the surveyor takes a look. Any way you look at it, it's a lot of expensive repair work.

What most surprised the *Brigadoon* crew is that the boat didn't stop. They reportedly didn't even apologize or ask if everyone was okay. (Though damaged herself, *Anna* immediately came over to render assistance if needed.) While Klaus' crew were busy getting the sails down and assessing the damage, the 'mystery boat' boat simply took off.

"It had no CF numbers, and none of us could make out the name," says *Brigadoon* crewman Pat O'Daniels. So far, a couple of quick photos he took (one of which appears at left) are the only leads they have to go on. And the black mast. They did chase one black-masted boat back to Sausalito only to find it wasn't the same boat.

Klaus asked that we not make a big deal out of the accident. We hope we haven't. Boats crunch into each other all the time and relatively few of them get reported between these covers. Whaddya think, we're ambulance chasers? Most of the ones we do note are chosen because they illustrate some sort of object lesson from which we can all benefit. That's the case here. This time it was *Brigadoon*. Yesterday it was someone else. Tomorrow it could be you. And here's the point: In a collision that causes significant damage and/or injury, it is not only common courtesy and good seamanship to stop, exchange names and insurance numbers, make sure everyone's okay and render assistance if needed — hey folks, it's the law. Any damage beyond \$200 (which this certainly was) is considered significant, and must also be reported to the Coast Guard and the state.

It may sound like it, but we're not passing any judgments here. Obviously, we've heard only one side of the story. We hope, by the time this issue hits the streets, that the operators of the 'mystery boat' will have done the right thing.

now for the facts

Do recreational mariners pollute marinas with sewage? We're finally going to get some factual information on the subject. Thanks in part to all those recreational boaters who sent \$10 or more, water quality testing began in Richardson Bay at 0600 on May 20.

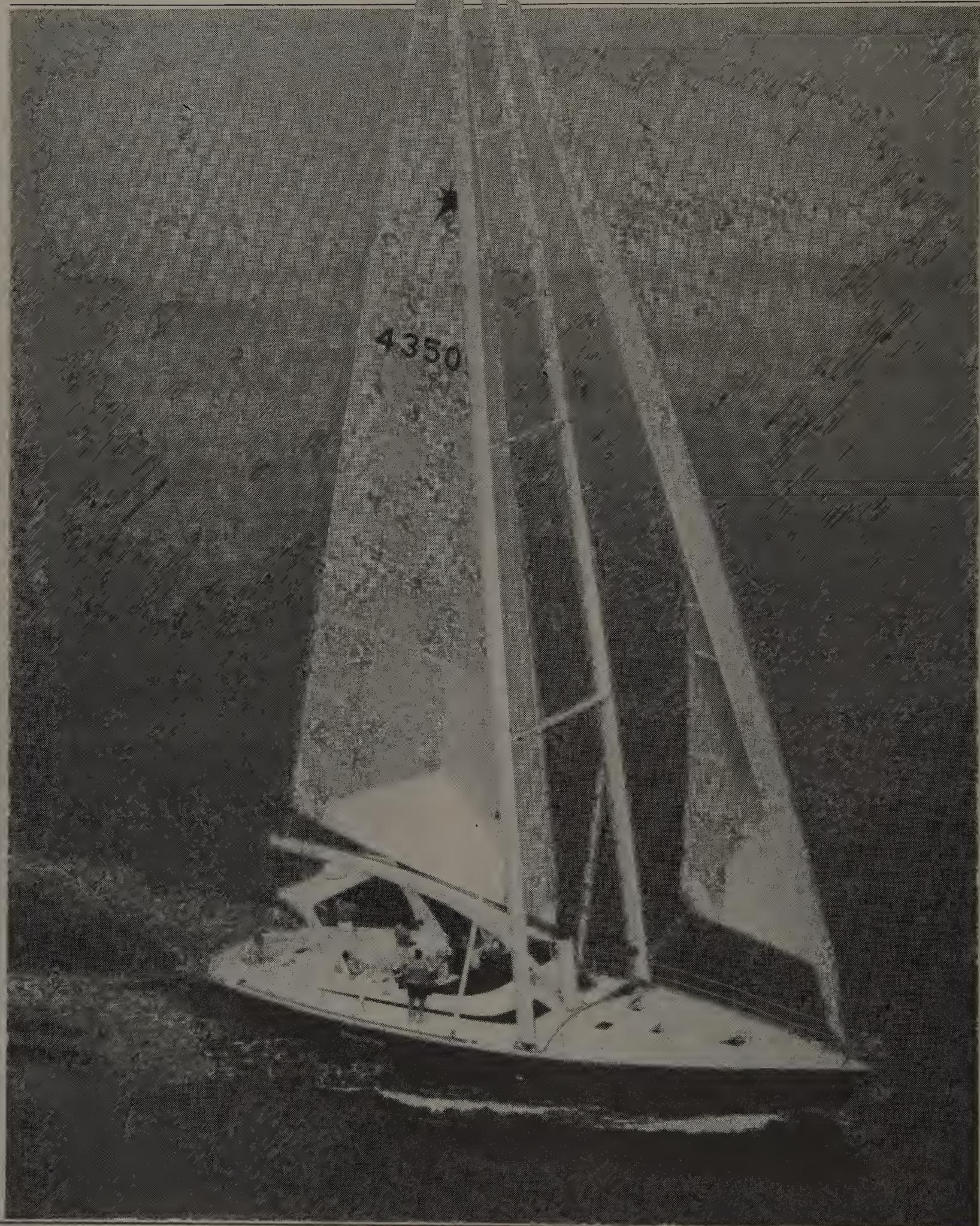
The testing process is fairly simple. A sterile two-inch plastic cup is lowered from a beaker holder until it is four to six inches from the surface. It's then pulled up, capped, and sent to the lab.

Samples were taken at 30 stations in Richardson Bay. Some marinas were tested in several places and there were four control locations in the center of Richardson Bay.

The test on May 20 was the first of a series of five. The last test will be held on June 17 and a final report should be available by mid-July. It's uncertain at this point whether the Water Quality Control Board will release findings as they go along or all at once at the end.

According to Harbormaster Andy Anderson, the testing times were scheduled at slack water to reflect "worst case" circumstances. Probably the worst of the worst case scenarios was the sample scheduled for May 27, the last day of the Memorial Day Weekend. It will be particularly interesting to see the results of that test.

SIGHTINGS



buoys — cont'd

maintain the dozen or so Solent buoys in question) can offset maintenance costs and pocket a few bucks to boot. (Rates for the Solent buoys run \$7,000 for the setup fee and \$3,500 a year thereafter.) One more incentive — and a big advantage over roadside billboards: a photo of Prince Phillip tacking a one-tonner around some company's logo will look mighty good in that annual report.

The only problem with the system so far seems to be updating charts fast enough to show the name changes. "My racing will go to pieces because I won't be able to find the right buoys," lamented one Royal Yacht Squadron member.

On this side of the pond, events as close as the Kenwood Cup have featured during-the-event-only buoy advertising — decals on inflatable marks.

Will it ever happen on San Francisco Bay? In the near future, it's doubtful: that would mean mariners would actually have to read the Coast Guard's monthly *Local Notice to Mariners* and then note buoy name changes on their charts. That's expecting a bit much. Then again, money's tight enough that 'buoy billboard' ad revenues could well offer a convenient and continuing source of revenue for the YRA, the Coast Guard, National Parks, some individual yacht clubs and anyone else using permanent or temporary buoys.

looking good

In a departure from our regular looking good feature, we thought you'd enjoy a look at what many people are calling "the future of sailing". It's *Procyon*, a prototype 65-ft concept cruising yacht developed by Olaf Harken and funded by Amoco. Begun three years ago, the boat was launched just last month in New England, where it will be undergoing testing and hitting the boat show circuit.

Among features that set *Procyon* apart from other boats: a wing keel which can be canted to one side or the other to optimize heel angle; a hinged, bipod mast (check it out!); a sculptured boom that eliminates the need for a vang; ballast tanks; fully-battened self-furling main and jib; and lots more. The 37,000-lb boat can be ready to sail in 10 minutes, plus be handleable by only two or three people.

What does it cost? Well, you know the old saying about 'if you have to ask'... The cost to build *Procyon* was \$1.6 million, which Amoco admits is "out of the reach of most sailors, but the boat has many concepts that will be helpful to all boat manufacturers."

why didn't we think of that?

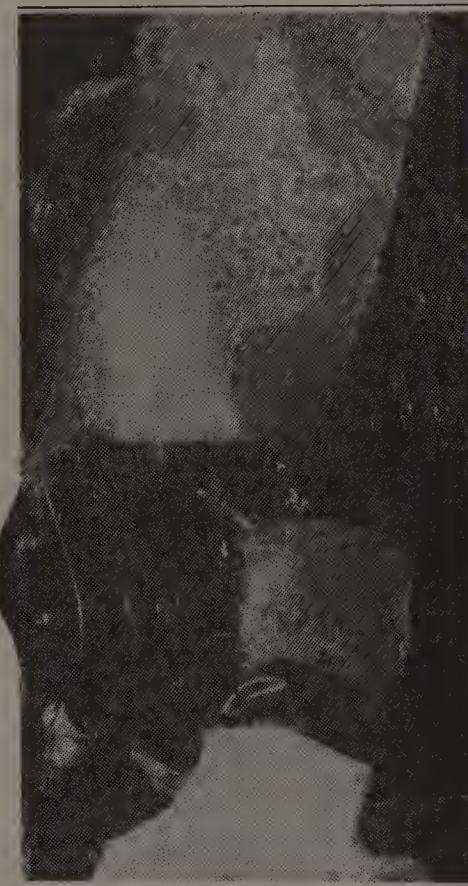
By nature or necessity, sailors are some of the most innovative folks around. And not only aboard their boats. Check out some of the recent ways sailors have made life a little better for all of us.

Trash Recycling — Though hardly a new idea, trash recycling at marinas is fairly new. Though we're pretty sure the idea was started by individual marinas themselves, awhile ago the East Bay Conservation Corps took over installing official bins for both aluminum cans and glass bottles at various East Bay marinas. "Boaters like the idea of recycling," says Fortman Marina Harbormaster Howard Burns. "[With the help of this program], we promote it and make it easy for them."

Marine Security System — Alameda's Carl Nelson and partner Gary Upson are in the final stages of perfecting this system. Sort of a 'Life Alert' for boats, this self-contained (including 12-volt power supply) 'little black box' will alert owners of property-threatening problems such as fire, break-in, high water in the bilge and so on. (Boy, wish we'd have known about this one last month. Maybe our photoboot wouldn't have sunk.) When set off, the unit transmits the nature of the emergency to a receiver ashore and a real, live person dials the boat owner. Pretty nifty.

Gelcoat Stripper — The weapon du'jour in the fight against blisters. Sort of a mini powerplane with adjustable blades, the idea is to strip off exactly what you need to get down to good glass on a blistered bottom. The 'bite' of the Blister Buster is variable from 1/32 to 1/4 inch. The process has a number of advantages over sandblasting: It takes material off so smoothly that you can easily see into the laminate (sandblasting leaves an opaque surface); it takes off exactly what you want smoothly (the depth of sandblasting is hard to control and a blasted surface usually needs to be filled and faired); and cleanup is lots easier. In sandblasting, these days the hull must be shrouded and then both the blast medium and the stuff it's blasted off with must be carted to a toxic waste disposal site. With the Blister Buster, shrouding is not necessary and when the job's done, there's nothing left but water and the 'shavings'.

Baking Soda Blaster — Of course, blasting is far from dead. One of the latest innovations in this field is also notable for leaving no more toxins on the ground than those blasted off: a 'baking soda type' product being marketed by Arm & Hammer.



The Blister Buster.

passport on the run

What's that you say? You're all set to fly out for the dream charter of a lifetime in two days and you haven't got a passport yet?

Well, not to worry. In Mexico, for example, you don't need a passport — though having one will make life easier. If you're going down just for a couple weeks, a copy of your birth certificate is adequate.

For anywhere else, you'll need a passport. At most post offices and outlying passport offices, this normally takes at least 10 days. The good news is, you can get a passport literally overnight if you need to. The bad news is that you have to go to the main passport office in San Francisco (Market and 1st Sts., room 200) to do it. You'll need proof of citizenship (birth certificate or expired

cont'd next sightings page

passport — cont'd

passport), personal ID (driver's license), two photos (available in five minutes from almost any store around the passport building for \$5 to \$10), the regular \$42 fee — and your airline tickets showing departure date. One of our editors



applied with his wife at 11 in the morning and was able to pick up their passports by 4 that same afternoon.

short sightings

SAUSALITO — "No permits, no environmental impact reports, no traffic surveys, no nothing." That was how retired Sausalito mayor Earl Dunphy described the building of the Marinship Shipyard in 1941. Once the city decided to help the war effort, they moved 40 houses in 9 days. Within 3 months, the keel of the first of 93 ships to be built in the yard was laid. At the peak of activity, a Liberty ship, oiler or tanker was launched every 13 days.

It was, to say the least, a different time — one remembered fondly by many who lived it. Aside from the *esprit d'corps* among citizens of a country at war, the Marinship yard marked the first opportunity for women to be self-reliant: they worked side by side with men (as welders, for example) and earned equal pay. The yard was also one of the driving forces behind converting Sausalito from a mudflat, like nearby Richardson Bay, to one of the premier boat harbors on the Bay.

This important time-gone-by can be relived at a new museum now open at the Army Corps of Engineers complex in Sausalito. A joint effort by the Corps and Sausalito Historical Society (with grants from Chevron and Bechtel Corporations) the museum will be open from 9 to 4 Tuesday through Saturday, and admission is free. If you're at all interested in how we all 'got here from there', be sure to check it out.

THE BAY — The search for a missing sailor was suspended a day after he fell off his 43-ft sailboat on Saturday, May 25. From what we can glean from the Coast Guard report, 35-year-old Stanley Frost was out 'repairing a running light' at 3:20 a.m. near Harding Rock. His wife Maryanne was down below making coffee, and when she came on deck, all she found was his empty harness hanging off the side of the boat. Although she radioed the Coast Guard immediately, an extensive search by Coast Guard boats and aircraft through the day turned up no trace of the missing Vallejo man.

NEW YORK CITY — Captain Joseph Hazelwood, best known for being in charge when the *Exxon Valdez* ran aground in Alaska and leaked 11 million gallons of crude oil into Prince William Sound, has gotten his commercial license back. The Coast Guard had revoked his license for nine months as a result of his part in the spill. There has been a lot of controversy over Hazelwood's responsibility; some ship captains feel he was responsible, others say he was the fall guy for incompetence on the part of his crew and the Coast Guard. It seems the Coast Guard couldn't make up their mind, either. They

cont'd next sightings page

missing

It's relatively easy to mark the passing of a prominent member of the sailing community, such as the late Tom Blackaller. He was so visible and predominate in all his activities. Yet, while he may have stood at the top of the sailing pyramid, there are others who form the bulwark and the foundation of sailing organizations, often hidden in the background, without whom sailing would be much the poorer.

Such is the case in the recent death of 69-year-old Edna May Robinson of San Leandro. For the better part of 15 years, Edna and her husband Howard were the heart and soul of the Small Boat Racing Association (SBRA), the Small Yacht Racing Association (SYRA) and the international El Toro association. From the early 1970s to the mid-'80s, this unassuming couple recorded finishes, kept the mailing lists and even ran races on the water for hundreds of Bay Area sailors. There's hardly a current champion from the Bay Area who didn't cross her finish line at one point or another in their career, or benefit from her organizational talents.

Vicki Gilmour of Point Richmond knew Edna for more than 25 years. She and Edna's daughter Susie were pals at Oakland's Lake Merritt back in the 1960s when small boat sailing was big time there. Vicki remembers that Edna was always available to help, and she often hitched a ride on the Robinsons' triple decker El Toro trailer.

Vicki's fondest memories are from the annual SBRA Clear Lake Regatta, held every June over the Father's Day weekend. Her family, the Robinsons and the Selbach family all rented cottages at the Linger Longer resort. Vicki can still see Edna sitting there in the late afternoon, knitting away.

Clear Lake wasn't a holiday for Edna and Howard, however. They literally ran the whole show for up to 300 boats, including setting marks, firing off the guns and recording finishes.

"I called her the mother of SBRA," says Scott Rovanpera, who succeeded Edna as the organization's secretary/treasurer in

taking the

When people get overweight, they go on liquid diets. When red-hot race boats need to shed pounds, they go on carbon fiber and composite diets.

Take a steering wheel like those offered by Goetz Marine Technology of Bristol, Rhode Island. Their 50-incher weighs just 4.5 pounds. A similar stainless one would weigh about 20 pounds. GMT makes them up to 6.5 feet tall, which is a little big for your average Islander 30, but just barely big enough for the egos of guys with great big

edna

1982. "Back in the days before computers, she did everything by hand for five divisions with 22 classes and over 350 boats. She knew everything and she kept the SBRA going through its golden years of the 1970s, running the whole show out of her Rolodex. The most she ever got paid was about \$100 a month."

Kitty James, who ran the Yacht Racing Association during those same years, often worked closely with Edna. At one point, Kitty considered bringing Edna in to share office space at YRA's Fort Mason location, but Edna didn't want to make that long commute. Mostly, Kitty remembers that both Edna and Howard shunned attention.

"Whenever anyone would praise her, she'd turn beet red."

Kitty also recalls sitting in the middle of mind-numbing committee meetings where Edna would calmly knit through the whole thing without saying a word. After the group broke up, often without reaching any effective conclusion, Edna would go home, get on the phone and start making things happen.

"If she had to negotiate, she would," says Kitty, "but she'd never push her hand in public."

A longtime diabetes sufferer, Edna's health deteriorated over the past few years. Recently, things took a turn for the worse and she decided to take herself off the dialysis machine. The week before her death, she called in friends and relatives to share and reminisce. She died on May 5th.

"She had made peace with herself," says Vicki Gilmour. "I'm sure she's on a race committee somewhere now, making sure that everything's being done right and throwing Tom Blackaller out of a race for being over early."

Edna requested that those wishing to make donations send them either to the First Baptist Church in San Leandro, or the Diabetes Foundation. Scott Rovanpera adds that SBRA is considering a few options to memorialize her, including donations to the San Francisco Bay Sailing Association.

— shimon van collie

weight off

boats.

Other weight-saving carbon fiber and composite components include pedestals, quadrants, rudder shafts and spinnaker poles. It's said the huge pole on Dennis Conner's new *Stars & Stripes* is so light, it can be lifted by one man — using one hand!

Of course, if you're anything but a grand-prix racer, you can probably get along without all these goodies — which given their cost, is probably just as well.

short sightings — cont'd

certainly didn't absolve him of his responsibility, but then nine months is little more than a slap on the wrist considering the consequences.

THE WILD BLUE YONDER — Representatives from Bay Area yacht clubs have flown their colors in nearly every corner of the globe, but Millie Hughes-Fulford of Strawberry has the distinction of being the first to carry a



burgee beyond the corners. Her San Francisco YC burgee went along on the last flight of the space shuttle *Columbia*. A T-shirt to the first person to get a *Latitude* into space. Meanwhile, here's the latest in our scrapbooks of corners of the earth *Latitude* has been photographed in (including on a hang glider above North Carolina, the temple of Buddha in China, Red Square and the South Pole). This young lady is perusing hers amid the ruins of a Mayan temple on the Yucatan.

WASHINGTON, D.C. — The seemingly ever-bumbling U.S. government is again caught between a rock and a hard spot, this time in outer space. Our primary weather satellite, which does most of the tracking of tornadoes and hurricanes that annually kill hundreds of people and cause billions of dollars of property damage, is due to expire of old age next February. That wouldn't be a problem, except that the \$250 million dollar new generation replacement satellite apparently won't be ready for full operation in time. So the dilemma is this: does the government fess up to failure by launching an expensive but defective satellite that can only do part of the job it was designed to do, or, does the government neglect to safeguard its citizens and property by waiting until they can get the often-delayed bird ready for full operation? Stay tuned.

NEW YORK CITY — Marine researchers claim they have identified the first new whale species to be discovered in 28 years. They have suspected there was a new species for the last 15 years, but had not come across enough specimens to be confident they existed. Named *Mesoplodon peruvianus*, the new species is part of the beaked whale group. The members grow to 12 feet in length, are gray all over, have an elongated jaw, a dolphin-like beak and feed on squid. Welcome to the world, *Mesoplodons*!

SAN FRANCISCO — "It's the lure of easy money", is the way singer Glenn Frey described the attraction of drug smuggling. It's also a dangerous lure for those who get caught. Nobody knows this better than Jim Taylor of Corte Madera and Leon Daniels of Point Richmond. The two are known to almost all Northern California sailboat racers, Taylor because he was for several years the Race Manager at the St. Francis YC, and Daniels because he's owned some prominent boats (*Leon Russell* and *Pt. Richmond Racing*). They were two of six people indicted by a San Francisco grand jury and later arrested for their alleged roll in smuggling 10 tons of pot into the Bay from Thailand back in 1986. According to the indictment, the pot was smuggled into the Delta during May and June of 1986. Both men were released on bail.

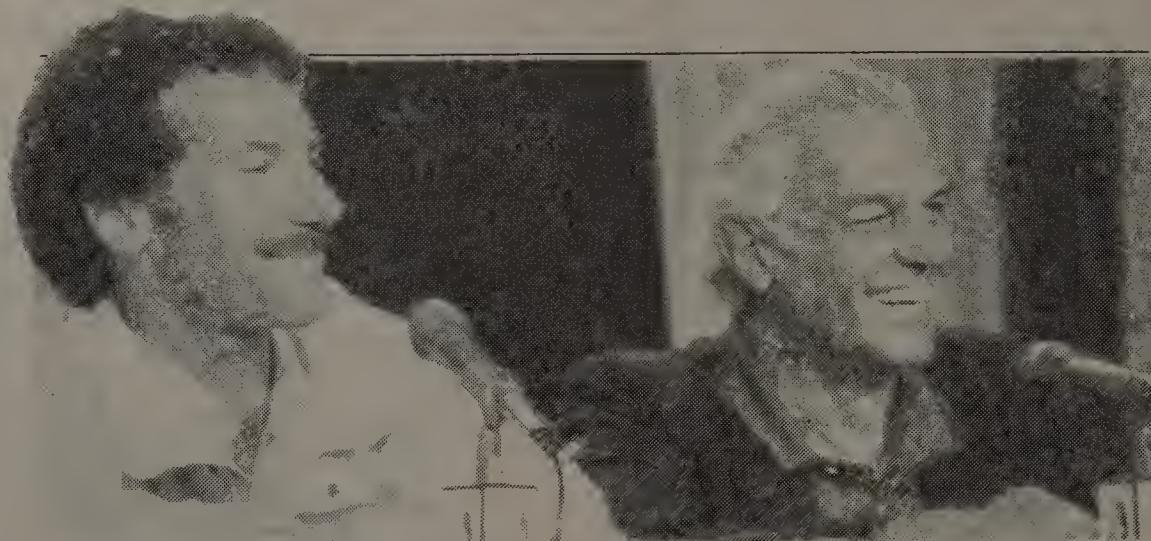
Naturally the arrest of the two unleashed rumors that a number of other Northern California sailors were also involved as unloaders. Only time will tell if anyone else was involved.

IACC WORLD CHAMPIONSHIPS —

Practice makes perfect. That's a suitable first impression of the 1991 International America's Cup Class World Championships held off San Diego May 4-11. The top finishers in the six-country, nine-boat affair were the ones that had been sailing the new IACC 75-footers the longest: Italy, New Zealand and Japan, in that order. Though the American contingent showed moments of sparkle, they ended up being pretty much all fuse and no bang.

At least by first impressions.

A second impression is that the above-mentioned syndicates got their money's worth when it came to choosing skippers. A few years ago, Paul Cayard, Rod Davis, John Kolius and even the outspoken Kiwi *enfant terrible* Chris Dickson might have been found sailing against one another off Southern California for bragging rights in a local Etchells or Soling fleet. But this time, they were bashing around multi-million



Paul Cayard and Raul Gardini.

But impressions are deceiving.

The one thing for certain is that, when the serious stuff starts, the Italians are going to be remembered for a lot more than just their parties and Gucci clothes, their claims to fame in A-Cups past. Raul Gardini's *Il Moro di Venezia* syndicate not only showed virtu-

by ITA-1, the oldest registered IACC boat in existence. Skippered by American John Kolius, it was the only first-generation boat in the finals, and beat three second-generation boats to get there. (Non-citizen hired guns are allowed in the Worlds. For the America's Cup, skippers must be citizens of the country for which they sail, a requirement already met by Cayard [Italy], Dickson [Japan] and Davis [New Zealand].)

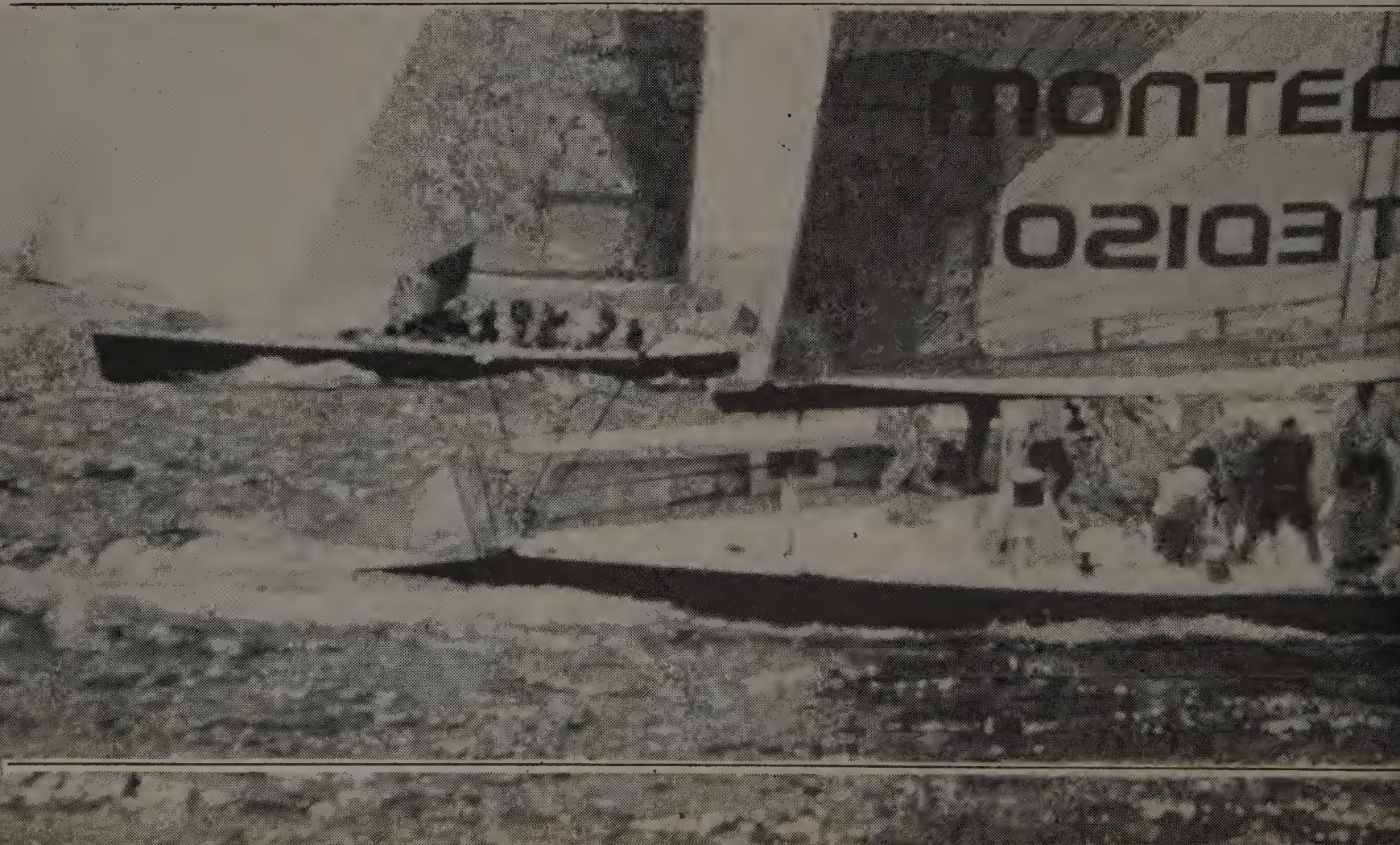
But the BMOC of the Worlds was none other than expatriate Bay Area sailor Paul Cayard. Tall, dark, handsome and cool under fire, Paul reminded us vaguely of a young Clint Eastwood — who we recall also took off for Italy a few years ago, made some cult-inspiring 'spaghetti westerns' and

"The guys that made up
the rule that designed these boats are idiots."

dollar boats that belonged to other countries for an outcome that most admit didn't mean anything — all camps readily admit the Worlds were nothing more than a warm-up for the real thing, the America's Cup, the eliminations for which start next January.

ally no weaknesses, they demonstrated a completely unexpected (at least by us) strength — the amazing third place showing

Lasers on growth hormones? That's what the IACC boats look like. This is 'Il Moro-15' on her way to victory over 'New Zealand'.



NOW THAT'S ITALIAN!

returned home a superstar. Cayard is well into the process of accomplishing the same thing.

To carry the 'western' analogy a step further, the first race of the Worlds ended up looking more like your average barroom brawl than a yacht race. What would be a moderate breeze here in San Francisco — 15 to 20 knots — proved heavy going for the lightly-built, overcanvassed IACC boats. And it showed. First a crewman fell off the Chris Dickson-driven *Nippon* early in the race and had to be retrieved. Then the Spanish boat (borrowed from the Kiwis but with all Spanish gear, crew and graphics) broke a steering pedestal and had to retire.

America's month-old *Jayhawk*, driven by syndicate head Bill Koch, was out next with vang problems. Dennis Conner's equally new *Stars & Stripes* proceeded to break a pole, crack the boom and blow out two spinnakers, finishing the last 2 1/2 legs under white sails only. *Ville de Paris* had a winch explode, a crewman break his tooth and a spinnaker pole snap. And then the big bang: on the fifth leg, *Nippon*'s \$500,000 mast snapped off. Damage totals for the first race alone were estimated at over \$1 million. Oh yeah, and Cayard won.

Most in attendance blamed the wind.



'Stars & Stripes' bares her secrets! The old 'Stars & Stripes', that is. The '87 America's Cup winner is on display through the Year of the Cup.

Working within the new and relatively unfamiliar design parameters for the IACC class, designers biased all boats toward prevailing May conditions off San Diego: 8-12 knots out of the WSW. In 15 knots, the boats are spilling power. In anything more, they're accidents looking for a place to

happen.

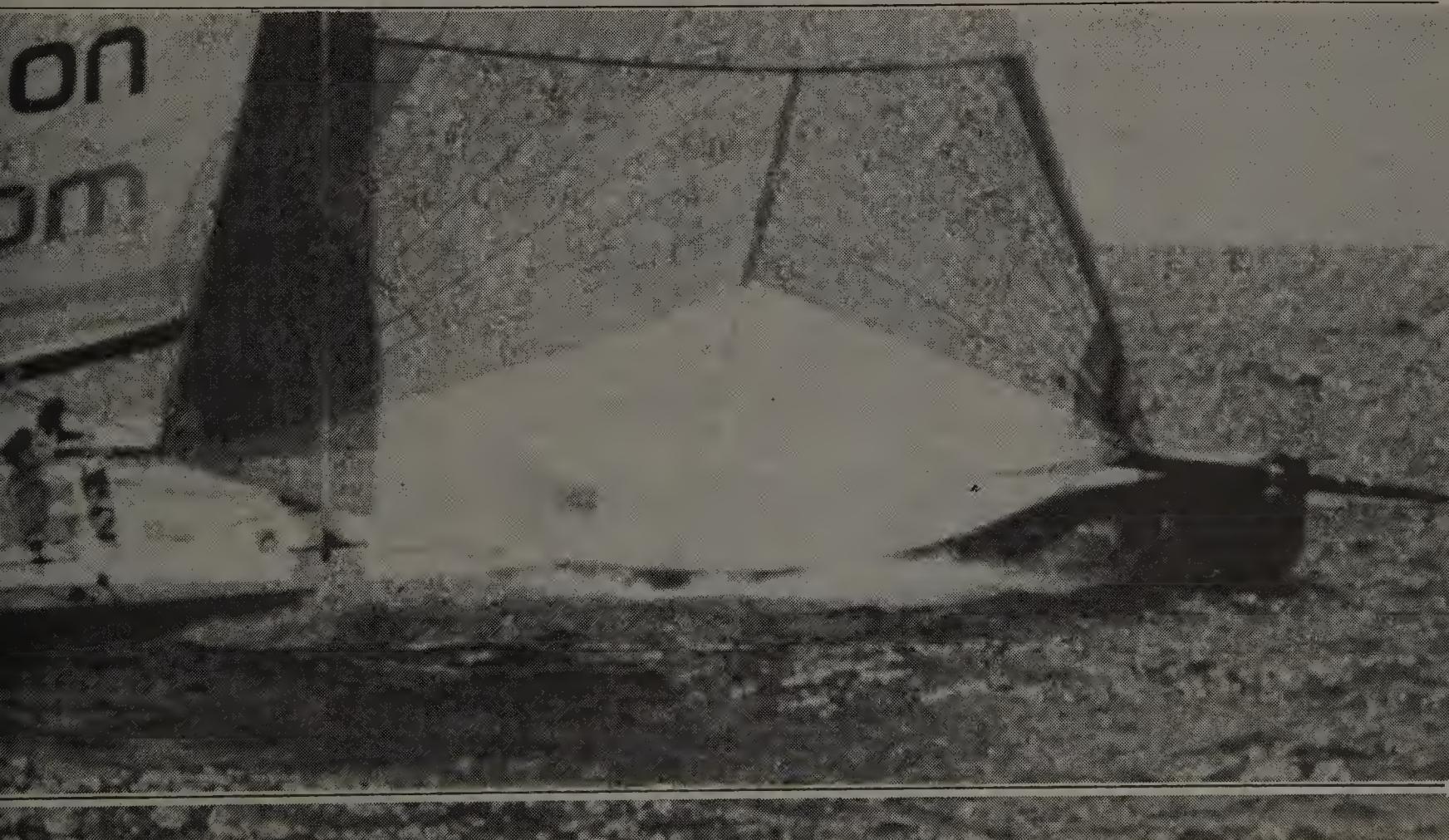
America's Bill Koch thought the blame lay elsewhere.

"I think the guys that made up the rule that designed these boats are idiots," he said at the first post-race news conference, illiciting audible gasps and frenzied scribbling from the assembled press. "And I think they did it for their own benefit, not for the benefit of the guys who have to sail them. I think these boats are incredibly dangerous and very expensive, and I think they're kind of foolish."

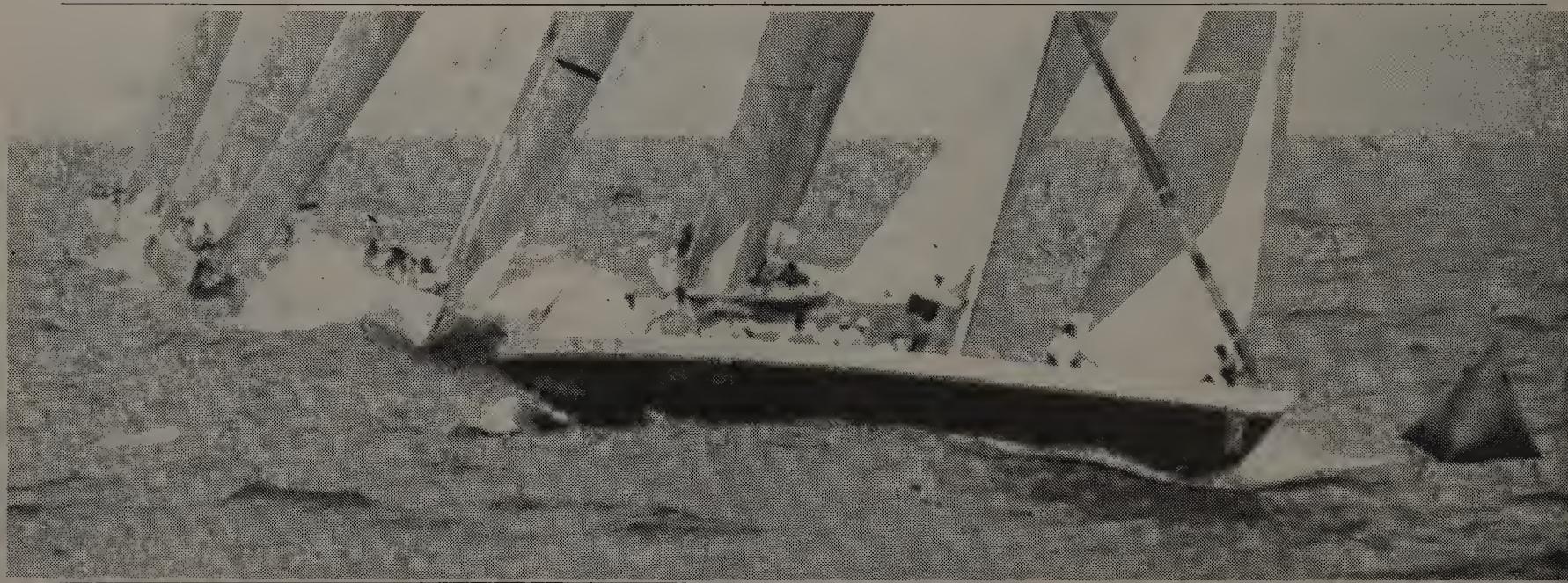
Chris Dickson was quick to return the broadside, comparing the new boats to Formula 1 race cars. "Yes, they're a challenge. But I really feel they're fantastic boats to sail and exactly what the America's Cup is all about," he said.

Nothing like starting off the racing with a few bangs — and a nice, juicy rivalry.

But if there's one thing the Worlds didn't need, it was any more rivalries. Going in, it seemed like everyone had some sort of score to settle. Dickson was much more anxious to avenge his snub by the Kiwi team than some trifling feint by Koch. The Kiwis were anxious to have a go at their old nemesis, Dennis Conner. The American syndicates were eager to show potential sponsors which one of them was the better team. France showed up the naysayers just by showing up. And on and on.



IACC WORLD CHAMPIONSHIPS —



The Worlds were slated for five fleet races over May 4-8, a layday on the 9th and then two days of matchracing among the four top boats on the 10th and 11th. The fleet races were 8-leg, 21.2-mile windward-leeward affairs with a reaching zig-zag in the middle and a downwind finish. The matchracing course, basically the same except for a 270-degree 'hairpin turn' at the leeward mark, is the new made-for-TV course that will be used in the America's Cup.

Surprisingly, by the time the Worlds started, the Italians, Kiwis, Japanese and the French were already favored by the odds-makers. This was because of the, ahem, Pre-Worlds, a two-day, three-race affair held May 1-2. The point of this race escapes us completely, but its outcome is worth noting if for nothing else than *Ville de Paris'* showing. Literally fresh out of the box — the boat arrived only two weeks before and had been sailed exactly five times — skipper Marc Pajot stunned the fleet by taking the first race, thereby ushering *Ville* into the record books as the first IACC boat to win an 'official' race. Cayard found the new *Il Moro's* (ITA-15) stride to take home the second race and the Rod Davis-driven *New Zealand* won race three. With 2-2-3 placings, *Nippon* won the non-series on points.

The faces — or at least countries — remained familiar in the Worlds through race

'Stars & Stripes', foreground, leads the fleet around the first weather mark in the last fleet race.

America finally got on the scoreboard in the third inning. With northern California's John Kostecki driving, *Jayhawk* grabbed a favorable shift on the last leg of Race Three to beat the Davis-driven *New Zealand*, which had led the entire race. In the process, they also sailed over *Nippon* for a last laugh in the Koch-Dickson parlay.

(In one of the real miracles of the week, the Japanese managed to replace their fallen rig in Race One with a slightly heavier spare in time to make Race Two the next morning. Despite the herculean effort and Dickson's considerable bag of matchracing tricks — he's ranked as the number one matchracer in the world — the boat was never the same and the highest Dickson could manage in the remainder of the series was a third in Race Three.)

May 7, the fourth day, showed San Diego's other face: From too much wind on the opener to no wind. At least not enough to allow any boats to finish within the 4-hour, 45-minute time limit. So the race was cancelled and didn't count in the final standings. What did show (finally) was that designers for Team Dennis Conner had done their work well. DC's *Stars & Stripes* showed her extremely flared sections to extreme advantage and Conner did what he does

and by the time he rounded the last mark was leading by 9 minutes — a veritable eternity. *Stars & Stripes* was within a half-mile of the downwind finish when the race was called.

*C*ayard came back to win the last fleet race going away, though because he was over early in Race Three and wound up seventh, *New Zealand* won the fleet racing on

Shades of Tom Blackaller — that's a front canard on 'Nippon'

three. As mentioned, the new *Il Moro-15* took the first race. With David Barnes at the helm — unlike most syndicates, the Kiwis switched helming duties between Barnes and Davis — *New Zealand* edged Cayard out by two minutes to win the second.

best: capitalize on other people's mistakes. *New Zealand* and *America*' (USA-2, the syndicate's first boat) were over early and out of the running. *Jayhawk* died in a bad shift and Cayard had problems fetching a mark. DC passed *Il Moro-15* at the fifth mark



NOW THAT'S ITALIAN!

points. The four top boats stacked up like this: 1) New Zealand (3-1-2-3 = 8.75 points); 2) *Il Moro di Venezia*-15 (1-2-7-1 = 10.5); 3) Stars & Stripes (6-4-4-2 = 16); 4) *Il Moro di Venezia*-1 (2-3-5-7 = 17).

And then the press conference comedy began again.

In response to a comment Conner had made earlier in the week, a reporter asked if Stars & Stripes might sit out the matchracing finals. Indeed it might, said DC — but he'd have to check with team advisors before announcing it officially. Dickson, who since the 1987 America's Cup has lost a little hairline and arrogance and gained a welcome sense of humor, was quick with another zinger. As *Nippon* was fifth in points and next in line of ascension, he wanted to know then and there "if we should enforce our curfew again tonight — or can we all go out and get drunk?"

But Conner wouldn't be pinned for an answer during the conference. He repeated

Hearbreak in the afternoon: 'Nippon's mast goes south in Race One.



Bill Koch later apologized for the 'idiots' remark.

several times that Team Dennis Conner was still a low-bucks, one-boat player with a broken boom and an inventory of only nine sails. He simply wasn't sure if it was worth trashing the boat any more than it already had been. (There was at least a modicum of



Chris Dickson, caught wearing apparently treasonous headgear.

truth to this, as Stars & Stripes blew out no fewer than six gennaker/spinnakers during the Worlds and Pre-Worlds.) Besides, he said, the syndicate had "found out what we need to know. We've accomplished our goals. We're looking at the big picture."

Later on, we played the tape backwards for subliminal messages and heard "We caught 'em lookin' — again! It's as easy as riding a bike: go fast enough to inspire the locals; fast enough that those press pigs can't prove sandbagging; fast enough for current sponsors to keep signing checks — and then break enough that potential sponsors feel their dollars really might make 'all the difference'. I just pitched another shutout and you guys don't even know it."

At least, that's what it sounded like.

Sure enough, early the next morning, Team Dennis Conner confirmed the speculation. Stars & Stripes was out and *Nippon* was in.

The first matchrace on May 10 (coincidentally the birthday of one of the most celebrated losers of the America's Cup, Britain's Sir Thomas Lipton) pitted the Davis-driven New Zealand against *Nippon*, and the two Italian boats against one another in the ugliest day of racing of the series — big, sloppy swells and light air. *Il Moro*-1 simply didn't have the speed and polish of her new sister and was beaten by about 8 minutes.

Dickson, perhaps overanxious to wreak havoc on his old mates — many on the New Zealand crew had sailed with 'Dicko' during his amazing 36-1 record going into the Challenger finals in Fremantle in 1987 — put *Nippon*'s nose over early in pre-start



BOB GREISER

IACC WORLD CHAMPIONSHIPS —

maneuvering, which for all intents and purposes put him out of the running. Or did it? On the second to last leg, the Kiwi crew noticed a sagging leeward shroud and found the chainplate holding one of the port lowers had snapped. A crewman went aloft to rig a fix while Davis babied the boat up the layline and *Nippon* started gaining ground. Had it happened earlier, *Nippon* might have threatened. As it was they lost by 'only' 2:09.

And thus the stage was set for the final two matchraces: John Kolius on *II Moro-1* vs. Chris Dickson on *Nippon* for the runner up spots, and Paul Cayard on *II Moro-15* vs. Rod Davis on *New Zealand* for the proverbial whole ball of wax — or more accurately the newly-created San Diego Cup.

The final showdown seemed to have all the trappings of a scripted Hollywood climax — A perfect, sunny day (most others had been hazy), perfect cobalt swell (not too big, not too small), perfect 10-12 knot breeze (what the boats were built for) — and two former hometown boys in the final showdown (before their current commitments, both Cayard and Davis called San Diego home). But in the real world, Cayard and Davis remain good friends and the race was pretty straightforward.

Cayard won the start, and perfectly covered each of *New Zealand*'s 22 tacks on the first weather leg and 30 on the second. By then, he had opened up a comfortable lead and cruised the bright-red *II Moro* across the finish line 1 minute, 8 seconds in front of Davis' bright-red *New Zealand*. Helicopter photos later revealed that *New Zealand* had been dragging a sizable chunk



ways to detect and remove it while underway.)

In the consolation match, Kolius' 'old' boat left Dickson's *Nippon* in the proverbial dust from square one. To add insult to injury, Dickson ran down his own spinnaker at one of the reaching marks and also dragged part of it around on his keel the rest of the race. *II Moro-1* finished more than five minutes ahead of *Nippon*.

And it was over.

"Should we enforce our curfew again tonight
— or can we all go get drunk?"

of kelp around on her keel for much of the race. Oops. (Amusing now, but by America's Cup time, the abundance of kelp in San Diego waters will be no laughing matter. All syndicates are looking seriously at better

As to what it all means, what was '*Nippon*' draws and quarters her chute in the last match race: part of it is draped over the bow, part of it is behind the boat.

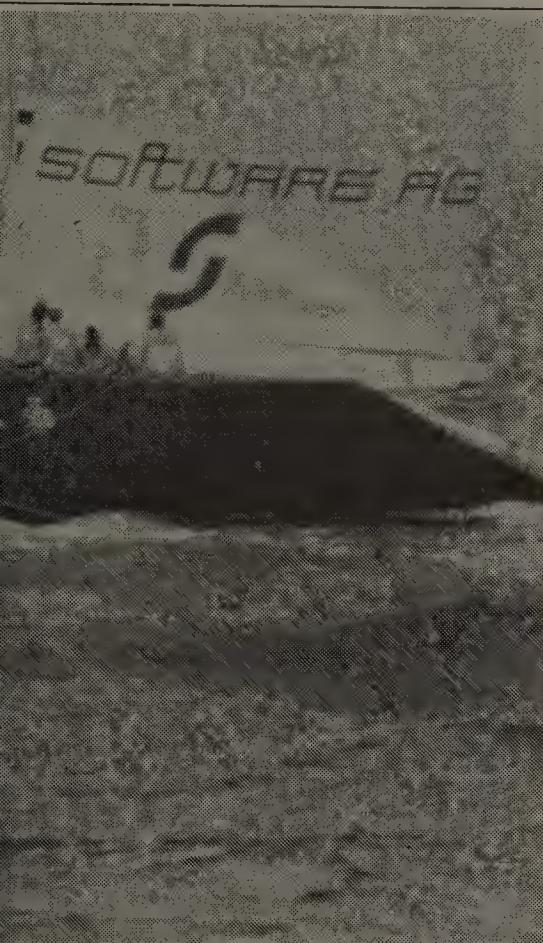
'America3' (USA-1) chases 'Spain '92' (ESP-10) in the early going.

learned and where we go from here — hell if we know. Seems like every time we formulate an opinion on anything to do with the 'Damnerica's Cup', somebody calls or FAXes new information that blows it to smithereens. The 'Year of the Cup' has definitely begun, however, and we may need to invest in a Cray mainframe to keep track of it all. For now, we'll leave you with a few more bits, drabs and observations — and let you draw your own conclusions.

* The first observation is purely personal: We're having a heck of a time grappling with the notion that Paul Cayard (and to a lesser extent, Rod Davis and John Kolius) isn't 'us'. As one who learned 'all the right moves' sailing Northern California waters, Paul's rising star has been at least partially chronicled in these pages from day one. And



NOW THAT'S ITALIAN!



in the last America's Cup, he was as 'us' as you can get — alternate skipper to Tom Blackaller on the first and only Cup challenger ever fielded from Northern California. (In all seriousness, of course, Paul is certainly none the less 'us' for taking advantage of the one-in-a-million opportunity afforded him by Gardini.) No doubt about it, the enemy lines will be harder to draw than ever for America's Cup XXVIII. At this point in the game we could easily cheer Cayard all the way back to Venice — their Venice — and never think twice about it.

* Helicopter spy photos and unexpectedly clear water caught virtually all boats with their pants down, so to speak. It's no great surprise that virtually all keels are variations on the strut-and-bulb theme, but the camouflage graphics painted on one bottom had people going for a while and... what's this? Shades of Tom Blackaller again — that's a front canard on Nippon! Dickson would only

say, "Each boat is allowed two surfaces that move in a perpendicular plane. We'll continue to test a number of different options." And speaking of helicopters, it was amazing (and deafening) to see 10 of them jockeying for the same block of airspace above the action.

last year. Koch honored the French deal, which stipulated that the French crew could train aboard the boat one week out of every month — and that they got the boat back after the Worlds. The redesigned FRA-2 will be used for sail and appendage testing, as well as a trial horse for the French team's new *Ville de Paris*.

* Prior to the Worlds, IACC rules were

Damage totals for the first race alone were estimated at over \$1 million.

"This is nothing," said a veteran Cup observer. "In Fremantle, I once counted 32 in the sky at one time."

* If you follow the theatrics of the America's Cup at all, you know virtually all syndicates have 'disinformation' campaigns whereby they try to play the media against one another. Perhaps the best example of this so far occurred before the Worlds, when a keel built in Northern California for one of Bill Koch's *America*'s boats arrived 'by mistake' at the *Team Dennis Conner* compound. Insider word now has it that the keel, which DC's crew almost certainly inspected before returning it to the rightful owner, may have been a cleverly planted fake.

* Was anybody sandbagging besides Conner? We'll surprise ourselves by saying we don't think so. It was obvious some teams didn't push their boats as hard or often as they could have, but nobody besides DC appeared to be holding back on purpose.

* Per agreement, France got their first

changed to allow 17 people aboard each boat, with the 17th being an observer position only; he wouldn't be allowed to help in any way in the sailing of the boat. Bruce Farr, for example, sailed as observer on *New Zealand*, which he designed. When Raul Gardini was asked at the last press conference if he had missed actively participating in the sailing of his *Il Moro-15* — as he had done aboard his maxi of the same name and as Bill Koch was doing aboard *Jayhawk* — Gardini smiled at Cayard and said in Italian, "I am happy in the 17th position."

* In the high-stakes world of hired guns, New Zealander Peter Blake must be about a bazooka. At any rate, the NZ sportsman, sailor and everything else of the year formally joined Michael Fay's New Zealand team after the Worlds. The 42-year-old Blake, whose recent claim to fame is winning each leg and thereby the entire '89-'90 Whitbread 'Round the World Race, will be charged with day-to-day management of the



Changes in store for waterborne visitors to San Diego include 'cops' on jet skis and dwindling anchorages.

boat back after the Worlds. To raise money, they had 'leased' it early on to the Beach Boys syndicate, which merged with America's

Kiwi Cup effort.

* Cayard made the observation at the last press conference that the challengers have a much richer pool of performance data and training potential from which to draw than the defenders. And yes, they do plan to

IACC WORLD CHAMPIONSHIPS

'compare notes' with unofficial on-the-water sparring sessions. On the other hand, no foreign syndicates plan to sail against the Americans, and the Americans don't plan to sail against each other. "The winner of the challenger series has gone on to win each of the last three America's Cups," Cayard said.

ALL PHOTOS LATITUDE 38 EXCEPT AS NOTED

that we were rarely close enough to the action to even make out the hull colors, much less interfere with anything. The Port of San Diego has also made the visionary

shebang is aimed these days (you thought the America's Cup was for sailors? Hah!), light-air sailing is simply not interesting to watch, no matter how colorful the banter.

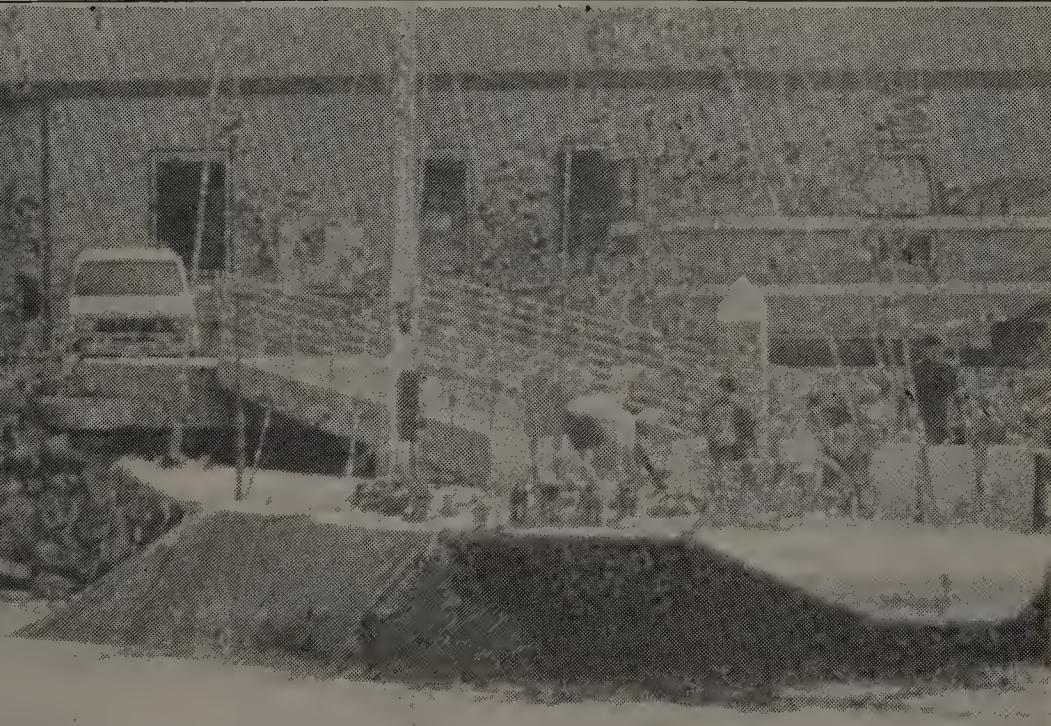
In Fremantle in '87, ESPN could probably have run the heavy-air footage without commentary at all and viewers would still have made it the network's highest-rated sports coverage. Spray flying, boats crashing along, sails blowing out — it was great stuff. Now they're planning three times the '87 coverage in a place that will average about a third of the windspeed. The planning flaw seems to be the assumption that yacht racing is no different than car or horse racing: if some coverage is good, more will be better. They're forgetting the venue. Indy is always Indy, but San Diego is never Fremantle.

If everybody seems bent on making the America's Cup a huge, national media Event, which is apparently the case, they're simply going to have to arrange for it to be raced somewhere where there's lots of wind.

* And finally, is all this really worth it? Budgets for the Italian and New Zealand syndicates are estimated to be in excess of \$100 million each. By Cup time, there'll be others in the same neighborhood and any syndicate that's not in it for at least \$50 to \$60 million (double to triple what it cost in '87) won't even be a player. The whole show could easily top \$1 billion. For a sailboat race? It's obscene.

As we delve once more into our own 'Year of the Cup' — the sublime agony of trying to make sense of the maritime equivalent of *Alice in Wonderland* — we'll leave you with a caution and a prediction. The caution is this: despite what those shampoo commercials say, first impressions don't mean diddley when it comes to the America's Cup. Things aren't always what they seem.

The prediction? At this early date, we're going way out on a limb, but for a moment, we're going to disregard all the propaganda,



Wrapping up after the Worlds. The keel shrouds go back on 'Spain '92' before it's returned to the Kiwi team.

decision to do away with several anchorages for the duration of the 'Year of the Cup', no doubt with an eye toward forcing visiting boaters to use local facilities at exorbitant prices. It's really a shame.

* The alternative is ESPN, which got decidedly mixed reviews at the Worlds. We enjoyed the coverage — piped live aboard the various press boats — but admit to a slight bias since we were right in the middle of the action as it was being broadcast. Other observers complained of some misinformed commentary and some said it went far toward reviving the old adage about sailing and watching paint dry. We'll rattle an old skeleton once more by saying that if the

We're having a heck of a time grappling with the notion that Paul Cayard isn't 'us'.

America's Cup is a ratings flop, it won't be because of the coverage, it'll be because of the venue. To the huge and mostly nonsailing audience at which this whole

hyperbole, BS and occasional truths and give you our gut feelings on how this whole thing's going to turn out: Cayard, 4 to 3 over Conner. *Viva Italia!* You read it here first.

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KIDS ON

During the past three years, while cruising in Mexico and Central America, I've watched my 9-year-old son learn and grow, bond with nature, master new languages, see the alternatives the world has to offer and, like other cruising kids we've met, become capable and self-assured. When I told him I



Saidie Bryan.

planned to write an article about cruising with children, he said, "Why don't you let the kids tell it like it is?"

And so I have. The following are excerpts from interviews with 15 children, ages 4 through 16, from eight different boats. All have been cruising outside their home countries for at least one year. Some had just begun their adventures; others were nearing the end of their journeys. In ascending order of age, they are:

Colin Schehl, 4, of Idris
Devon Morrissey, 5, of Brooklynese
Darcy Cowan, 5, of Time Out
Tyler Marsden, 6, of Teddy II
Katie Reams, 6, of Pendragon
Ian Rowan, 7, of Edward D. Rowan
Josh Tosney, 8, of Idris
Ryan Morrissey, 8, of Brooklynese
Forrest Schehl, 9, of Idris
Paul Reams, 10, of Pendragon
Josh Rowan, 10, of Edward D. Rowan
Noah Rowan, 13, of Edward D. Rowan
Jessica Clapp, 13, of Peloha
Warren Bryan, 14, of Patience
Saidie Bryan, 16, of Patience

ALL PHOTOS KATHERINE KNIGHT

What Cruising is Like

"You learn a lot more about nature when you're really in it, like petting the sea turtles and watching them dive down and seeing them go ashore to lay their eggs. In Costa Rica we saw three kinds of monkeys and parrots and toucans and big red macaws flying over us. Sometimes the monkeys throw things at you. It's fun to walk the paths through forests and take nature walks."

— *josh tosney*

"Going cruising is a fun experience. You learn new things and see new places. You also see how animals live outside a pen or tank."

— *paul reams*

"I have fun watching the lightning storms pass by. I also like watching my cat walk sideways when we're heeling over."

— *jessica clapp*

"I've seen whales and storms and wonderful things other people have never seen."

— *ryan morrissey*

"You can be with your mom and dad every day and do fun things with them like kneeboarding."

— *darcy cowan*

What You Like Best About Cruising

"It's a great way of seeing the world — different countries and cultures and ways of living. You don't get that sitting at home."

— *sadie bryan*

"I like the dolphins and I like to go swimming and snorkeling."

— *colin schehl*

"My favorite part is when you smell the nice fresh air, or when you see a whale jumping..."

— *ryan morrissey*

Why don't you
let the kids tell it
like it is?

... it waved its tail goodbye."

— *devon morrissey*

"I like getting more of a feeling for the world. If you don't, your whole view comes from where you live — your home, your country. It isn't really a realistic or complete view of the world."

— *warren bryan*

"The best part is being close to my parents. They don't have to go away to work."

— *ian rowan*

Noah Rowan.



CRUISING



Darcy Cowan.

"I like watching whales come up close to the boat, but passages are the best part. I like being out overnight, watching the dolphins play in the bioluminescence like fluorescent torpedoes underwater."

— josh tosney

"I like sailing and getting the rail under the water. Also, I like seeing different countries, especially when we took a trip to Nicaragua."

— noah rowan

"I like going to Cocos Island best."

— darcy cowan

"I've been on a boat all my life, so the things that are special to me are, like, bike riding and going in the glass elevator in Hawaii. I also like to bargain with the guys who sold stuff in Mexico, and I like petting the owl in Zihuataneo. Also, the manta rays and whales and dolphins — and barbecues."

— tyler marsden

"My favorite part is getting to snorkel and go on trips. You get to move around and see different places. You can't drive a house."

— forrest schehl

Friends

"Friendships are somehow more important to me now than they were at home. Maybe it's because I don't always get to see other kids."

— josh taney

"At first we'd make friends and be sad when we left. But somehow I'd get this feeling that I'll see them again — and I do."

— josh rowan

"I never really thought there would be many kids, but there are a lot of them, and I have lots of friends."

— ryan morrissey

"I sometimes get lonely and miss my friends a lot. I wish my friends would write me more, and I wish I could have a friend on board."

— jessica clapp

"Take your toys
and your special
blanket and your
teddy bear."

"We've always made good friends wherever we've gone — at school, in the local stores or at the palateria popsicle stand where I worked."

— noah rowan

KIDS ON

"One problem was making friends and then having to leave them, or they leave you. One of the happy things is that you see most of them again. We stayed in the Sea of Cortez most of the time because it was so nice we couldn't leave. The people were very understanding about any mistakes in their language. Most Mexicans are the nicest people I have ever seen or heard of."

— paul reams

"You meet lots of new people and people who speak different languages. It's fun trying to explain things to them, even though sometimes they don't understand."

— forrest schehl

School

Most cruising families choose to 'home-school' their children.

"School is a big part of your life, and it's a big change when you go on a boat. You go from being in a big classroom with a teacher to having your mom or dad teach you. It takes a lot of self-discipline to do school on a boat."

— saidie bryan



Josh Tosney and Forrest Schehl.

"I've been doing the Calvert program. It's a lot of work, but my mom and friend Gretchen are the best teachers I've ever had."

— jessica clapp

"I like my mom teaching me. It's fun to read with her."

— darcy cowan

"I learn more when my mom teaches me."

— josh taney

"One of my favorite things about boating is school, because my parents let me get off when there were dolphins, whales or sharks."

— paul reams

"Sometimes I feel like I'm the only kid doing schoolwork in the whole world."

— tyler marsden

"I'd rather play than do school."

— forrest schehl

Some families choose to enroll their children in local foreign schools if they're going to be in one area for a while. Saidie Warren, 16, and brother Bryan, 14, aboard *Patience* attended school in Hobart, Tasmania for five months. Noah Rowan, 13, and his brothers Josh, 10 and Ian, 7, attended schools in both Mexico and Costa Rica.

"It was the same type of school we have at home in Canada. We got to know a lot of friends, and we still write to each other."

— saidie bryan

"School in other countries is very

AND BABY MAKES THREE

Three years ago, we decided to have a child. At the time, our home was an 82-ft charter yacht skippered by my husband Dennis. Having cruised extensively the four years previous, we had met many children whose home was a boat. But not many babies. Our love of this lifestyle persuaded us to try.

My pregnancy was trouble-free, as was our concurrent sail from Ft. Lauderdale through the Bahamas, Puerto Rico and the Windward Islands of the Caribbean. The cost of medical consultation dropped drastically the farther we headed south from the U.S. With the medical profession 'down island' very humane and personal, I would have felt very comfy having my child there. But my husband's commitment required him to move the boat to the Mediterranean three weeks after my due date. I worried that I might need more 'shore support' so soon after the big event, so 8 1/2 months pregnant, I flew back home to Australia to be with my family.

Lillian Sophia Mary was born in April. Six weeks later we flew to Spain to join Dennis and become a rather large family aboard

Vagrant Sea. Our crew consisted of three men and one woman — all under 30 and all with an extremely limited collective knowledge of babies.

Not that I was any expert. Having spent many years in Asia, however, I at least knew how little babies needed rather than how much. This knowledge came in handy for making the most of limited space aboard the boat — and because I realized that to enlist the support of my husband, let alone the rest of the crew, I needed to keep baby paraphernalia to a minimum.

By far the handiest everyday 'equipment' that met the criteria were the sarongs we used for carrying Lillian around. When tied around an adult shoulder, she fit comfortably on a hip, tummy or back. They can also be used as blankets, mats or towels, and are easy to wash and carry.

Aboard, Lillian spent many happy naps gently swaying in her hammock, a former vegetable-storage net commandeered from the galley. At night, she slept in a carry cot beside our double berth; underway, a baby car seat worked very well.

Being in the Med posed few difficulties,



Little Lillian: born to cruise.

except those associated with my transition from independent working person to rather dependent and sometimes overly anxious mum. No longer was I a paid member of the crew, and when a charter situation arose, my

KRISTINA ROQUE



Colin Schehl.

different. Here in Costa Rica there's lots of days of vacation."

— noah rowan

Advice to Other Kids Going Cruising

"Take your toys and your special blanket and your teddy bear."

— darcy cowan

"For older kids especially, if you can, get a friend to go with you so you can have someone to talk to or to help you with stuff — and so you can get away from your younger brothers and sisters. Also, bring good music with you."

— noah rowan

"It's been a good thing to write home to keep in touch with my friends. It's really fun to get mail, although it makes you homesick."

— saidie bryan

"Take along your favorite things to eat. You can't always get them in other countries."

— josh rowan

Advice to Parents

"When you get into port and only stay a few days, there's really not enough time to make good friends. Parents should be more flexible about schedules so we can make friends and be able to keep them."

— jessica clapp

"When we left on the trip, our parents told us we would be gone for three years. It really helped me to know when we'd be back."

— warren bryan

"Parents should have lots of safety precautions, such as lifejackets and a man overboard system. They should also make their kids wear lifejackets when they're going out to sea."

— forrest schehl



Devon Morrissey and 'Dinee'.

"I think that every parent should take their kids to live on the ocean, so they can see the dolphins and the turtles and the whales."

— ryan morrissey

— katherine m. knight

daughter and I moved ashore.

But even that worked out well. We found a charming 'shore base' in a little French village in the Riviera. My mother, needing any excuse to travel, joined me and we spent two glorious months exploring the south of France, with a little side trip to her native Sweden. My mother's blind half-brother, now 93, was the main reason for the trip. I have fond memories of Lillian lying in his lap as he softly felt her face with his hand.

The end of the charter season found us provisioning in Gibraltar, and our departure delayed a couple of days while Lillian's bout with flu ran its course. Bound again for the Caribbean where diapers are very expensive, we somehow found space to store some 20 dozen of them aboard.

By now, Lillian was sitting, rolling and pushing herself up to her knees. She took to our new replacement crew well, enjoying the undivided attention as we made our way to Barbados via the Canary and Cape Verde Islands. Perhaps for the first time in her life, she settled into a routine. Many hours were spent on deck with Lillian and her little paddling pool filled with a bit of the Atlantic.

For safety's sake, she always wore a harness on deck.

From Barbados, it was back to Antigua — and time for *Vagrant Sea* to start making money again. Once more, Lillian and I were lucky. We found a boat-sitting job on another yacht tied up at English Harbor, so we were always there to greet *Vagrant Sea* when dad 'came home from work'. A backpack, bicycle and many other boat children available for babysitting and play completed our picture of domestic bliss.

Lillian passed from the baby to toddler stage in Antigua. Her playground was The Dockyard; her jungle gym Admiral Nelson's ancient capstans; her playmates multinational. To this day, her favorite music is reggae.

Now 3, Lillian has travelled to more than 40 countries. Her language includes a smattering of words from all over and she's become particularly adept at making herself understood no matter where we are. I remain continuously fascinated at each new surprise our lifestyle bestows on her personality — and at how much her personality has given back to our cruising lifestyle.

— kristina roquet

1991 MASTER

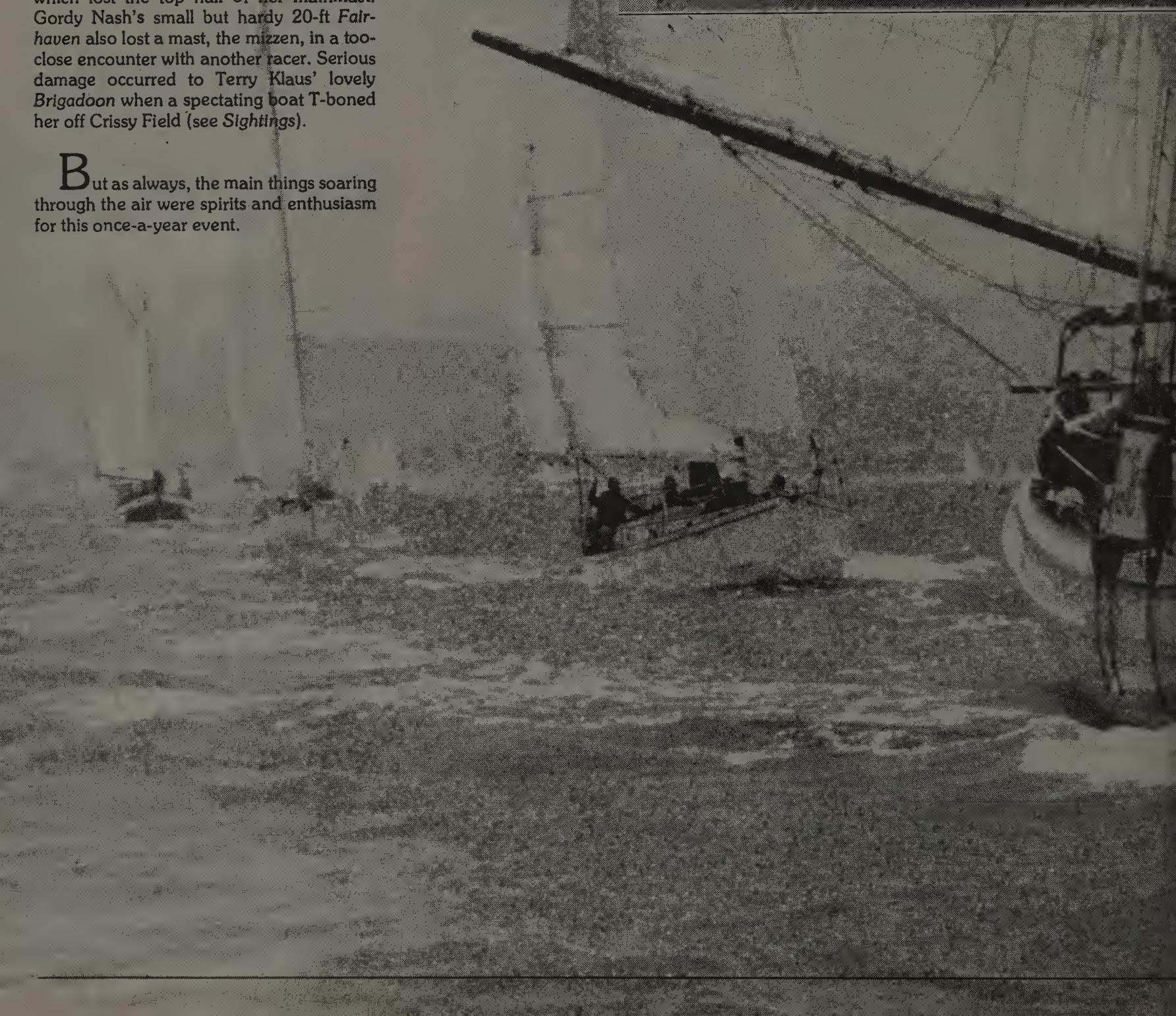
The BS was really flying at this year's Master Mariners Regatta — BS as in the 'Big Schooners' Division, that is. As well as the long anticipated showdown between the 145-ft *Californian* and the 102-ft *Wander Bird*, the heavyweight division featured a brand new 'oldie', the salty-looking *Hawaiian Chieftain*, and the National Parks' venerable old scow schooner, *Alma*.

(To play Willard Scott for a moment: happy birthday to *Alma*, which turns 100 this year. She joins three other local yachts in the 'century club', all of which also raced this year: *Freda* [1885], *Tarus* [1888] and the grand matriarch of the Bay, *Wander Bird* [1883].)

There were lots of things flying around the other 11 divisions (104 boats were signed up), too. Wind, for starters. It went from a 'just perfect' 15-18 in the early part of the regatta to a 25-plus knot snorter later in the afternoon.

Other identified flying objects included pieces of boats. In addition to numerous blown sails, dismastes befell Jim Shubin's Farallon Clipper *Mistress* and Tom and Teresa Hinckley's Alden ketch *Anna*, which lost the top half of her mainmast. Gordy Nash's small but hardy 20-ft *Fairhaven* also lost a mast, the mizzen, in a too-close encounter with another racer. Serious damage occurred to Terry Klaus' lovely *Brigadoon* when a spectating boat T-boned her off Crissy Field (see *Sightings*).

But as always, the main things soaring through the air were spirits and enthusiasm for this once-a-year event.



MARINERS REGATTA

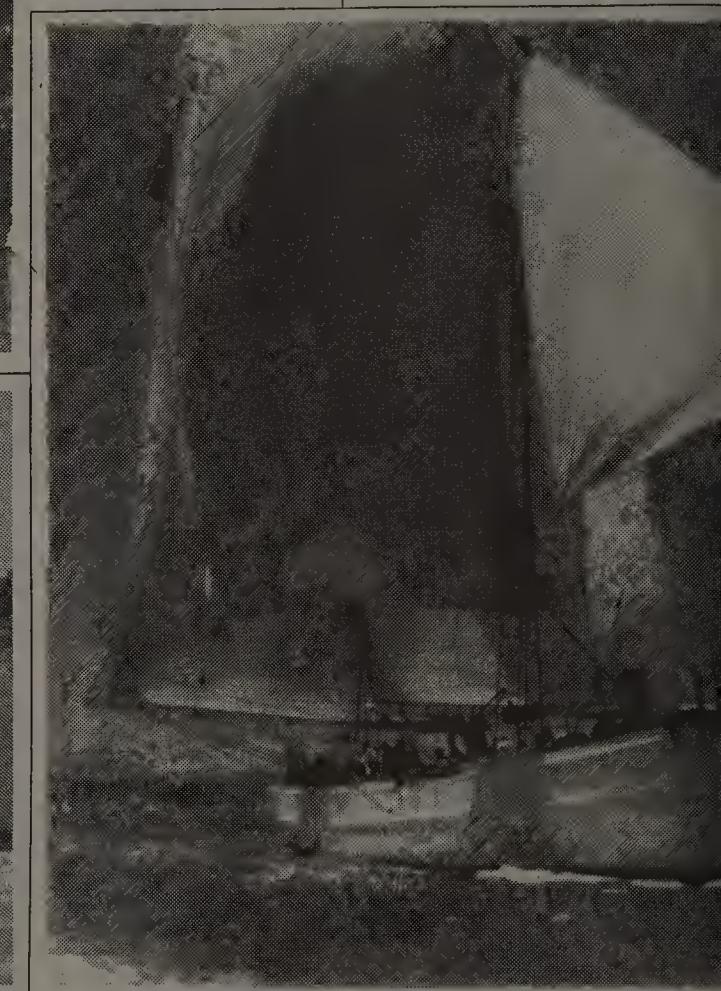
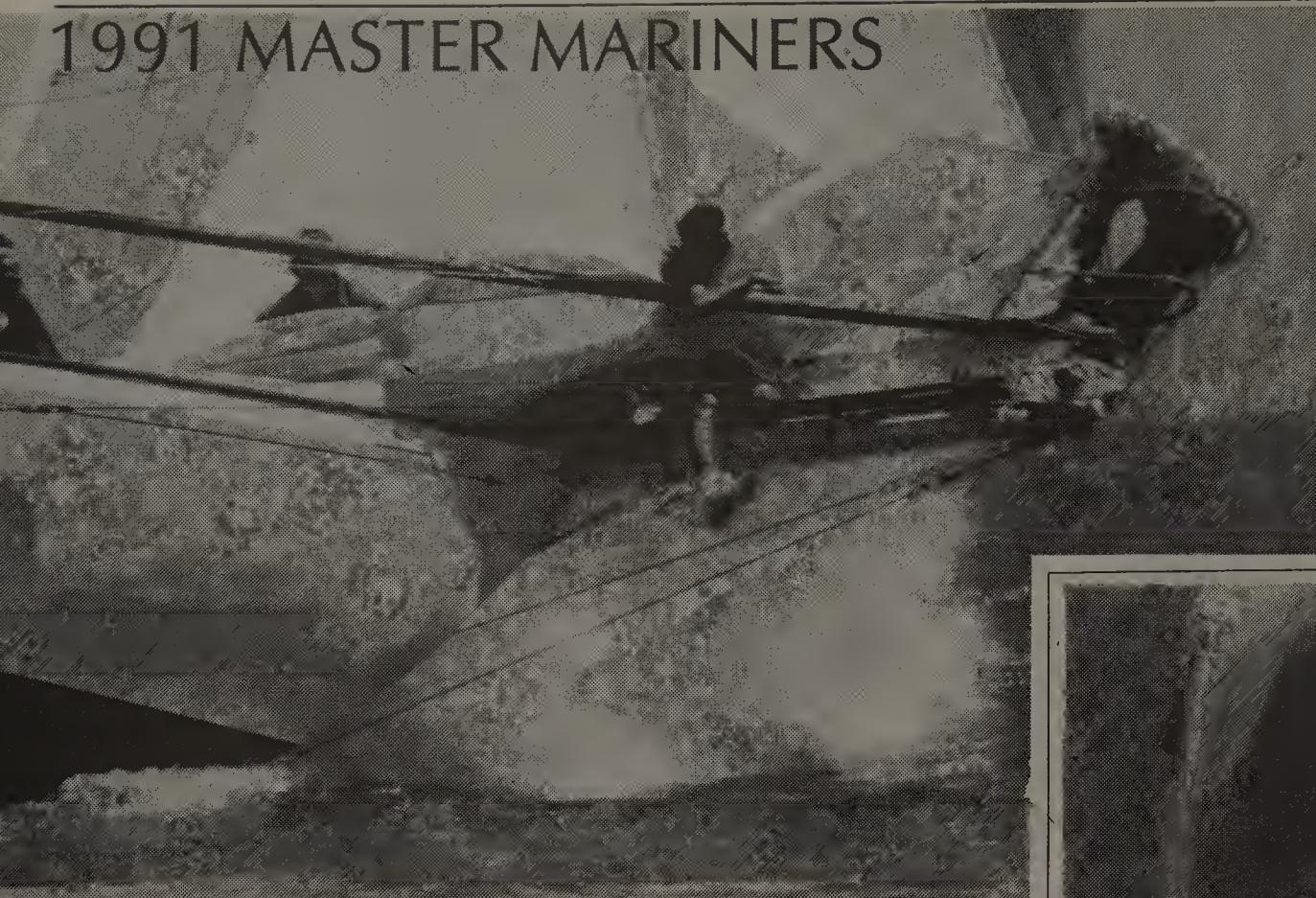


Above, 'Mangareva' gets up a head of steam. Left 'Californian' charges through the Folkboat fleet. Spread, 'Lizard King' leads a procession of gaffers across the Bay.

ALL PHOTOS LATITUDE 38



1991 MASTER MARINERS



As mentioned, the big 'no-holds-barred grudge match' this year was between the two biggest boats, the topsail schooner *Californian* and Harold Sommers' big white lady, *Wander Bird*. In this corner, weighing in at 138 tons, *Wander Bird* was built as a German pilot boat. As competition for piloting fares was fierce at the mouth of the Elbe, the schooners plying the trade had to be fast as well as seaworthy.

In this corner, weighing about the same, *Californian* is a 1984 reproduction of the revenue cutter *Lawrence*, which plied our coast in the 1850s. As her main mission was overtaking trading vessels and collecting tariffs, she also had to be fast.

Although the ships also sailed together in the Master Mariners last year, *Californian* made the mistake of not taking the outing seriously. They had a charter party aboard and shortly after the start, simply decided they didn't want to race. It was a big disappointment to the *Wander Bird* crew, many of whom had left their own Master Mariner boats at the dock to help defend the honor of Northern California.

And so the gauntlet was thrown. This year, there was no confusion and no indifference. The two big boats were here to race.

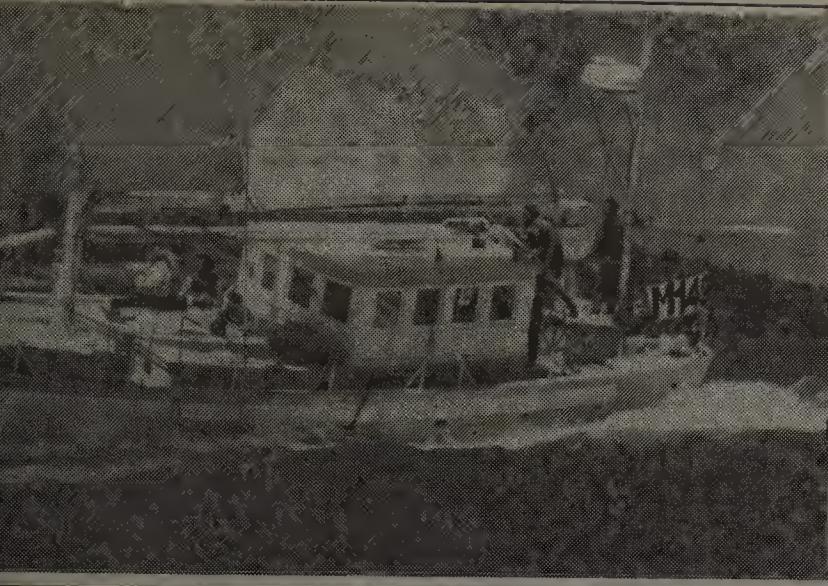
Wander Bird took the start and an early lead. In fact, a large early lead. Off Alcatraz, they had everything but Harold's underwear up

and pulling, and appeared to round the first mark near Alcatraz before *Californian* even got their momentum up. As they passed us in mid-Bay, the *Californian* crew appeared to be having trouble setting their topsail. But once the sailplan was sorted out, the sleek gray schooner started gaining ground steadily, passing the stately but sedate *Alma* and *Hawaiian Chieftain* like they were tied to stumps. Strangely enough, by the time the two ships were on the homestretch, the breeze had driven most photographer types back to hot showers and dry clothes. Bad call. One observer calls it "One of the most thrilling races I've ever seen. *Wander Bird* and *Californian* were neck-and-neck coming down to the finish line. It was just like being transported back in time; the spray flying, the crews working, the sail straining. It was magnificent, just magnificent."

Geez, so whip us and beat us.

The Dana Point-based *Californian* went on to take the gun, beating *Wander Bird* by a little over five minutes and setting the stage for a rematch next year.

But before we get into next year, a few more highlights of the oldies-but-goldies event of this year.



Masters of their Universe (clockwise from above): 'Kandu' east-bound and down; 'Wander Bird', queen of classic yachts; 'Sea Era' (foreground) chases 'Maramel'; bowmen on woodies rush in where angels fear to tread; a study in kinetic energy, 'Vision' plows purposefully along; Ron Romero steers 'Apache' on a rail-down reach.

— Tom McGowan's 35-ft Garden ketch *Simpatico* won 'most colorful crew'. The men all sported blue blazers, ties, white slacks and white 'Pat Boone' shoes. The women had matching 'sailor motif' uniforms.

— Ed Witt on his Big Bear Goza won one for the Gipper in Marconi IV, the Gipper in this case being the Richmond School District. Ed teaches there, and dedicated his win to all the teachers of the beleaguered school district.

— Best 'crash and burn' went to Richard Humphrey's big 55-ft yawl *Samarkand* which did a masthead-in-the-water roundup. They recovered to take a second in division.

— We didn't think it was possible, but post-race festivities reportedly hit a new high at the Encinal YC. (With only one chance at a huge post-regatta party per year, the Master Mariners usually do it proud no matter what.) The food was great, the weather was warm enough to splash around in the pool, and entertainment by Skip Henderson (owner/skipper of the 40-ft *Tai Kuri*) and Al Rapone and the Zydeco Expressmen was reportedly second to none.

— Pat O'Daniels, who tirelessly promotes this event, thinks the Master Mariners is really coming into its own in terms of rating boats fairly. Somewhat hit and miss in years past, "We're really getting the

handicaps down and giving everyone a chance to win," he says.

Next year will mark the 125th anniversary of the Master Mariners classic. Plans are already underway to make it the biggest ever. Flyers will go out soon all up and down the coast to lure as many out-of-area classics to the event as possible, and efforts will be redoubled to get some nonparticipating local classics, such as the nearly-restored *Escapade*, out, too. Though not official, *Wooden-Boat* magazine says they're willing to co-sponsor the regatta and help get the word out nationally. (They, like us and some 50 other local and national businesses, annually donate \$100 every year to 'sponsor' a boat.) There's even talk of running at least one of the divisions on the original 1867 course: Meggs Wharf (between Pier 39 and Fisherman's Wharf) to Hunter's Point to the mouth of the Estuary.

We'll certainly do our part with getting the word out, too. But that's then, this is now. So stop reading and just enjoy the great BS — Bay sailing — depicted on these pages.

— *latitude/jr*

NOTE: Due to time and space considerations, we will be unable to run Master Mariner results until the July issue.

A NIGHT

I expected to arrive safe and sound in Suva, Fiji, when I boarded the old ocean racer *Tiere Moana* that Thursday last June. The run from Neifu Harbor, Tonga, was supposed to take four or five days. The boat never made it.

Sailing had become a passion of mine not quite two years before. At 46, with my three children well launched on their own lives, I'd

Clark asked me to crew on his *Tiere Moana* from Tonga to Suva.

The sloop was a sturdy 32-ft wooden Lidgard ocean racer built in New Zealand in 1962. In her racing days, she'd built quite a

"The look on Jay's face turned to pure terror as we ground hard onto the ring reef..."

signed up for a *Latitude 38* Crew List and ended up flying from San Francisco to Fiji to crew on an American yacht. Although the skipper's change in plans resulted in my 'jumping ship' in Neifu after a delightful four-

reputation in the Southern Hemisphere, among other things taking third in the 1966 Auckland to Suva Race. Nick, who had sailed and run commercial fishing boats off New Zealand most of his life, had bought the boat three years earlier with the South Pacific in mind. With two crew, he'd sailed from home to Tonga in rough weather with no real problems. As planned, the crew returned to New Zealand after a week of island relaxing.

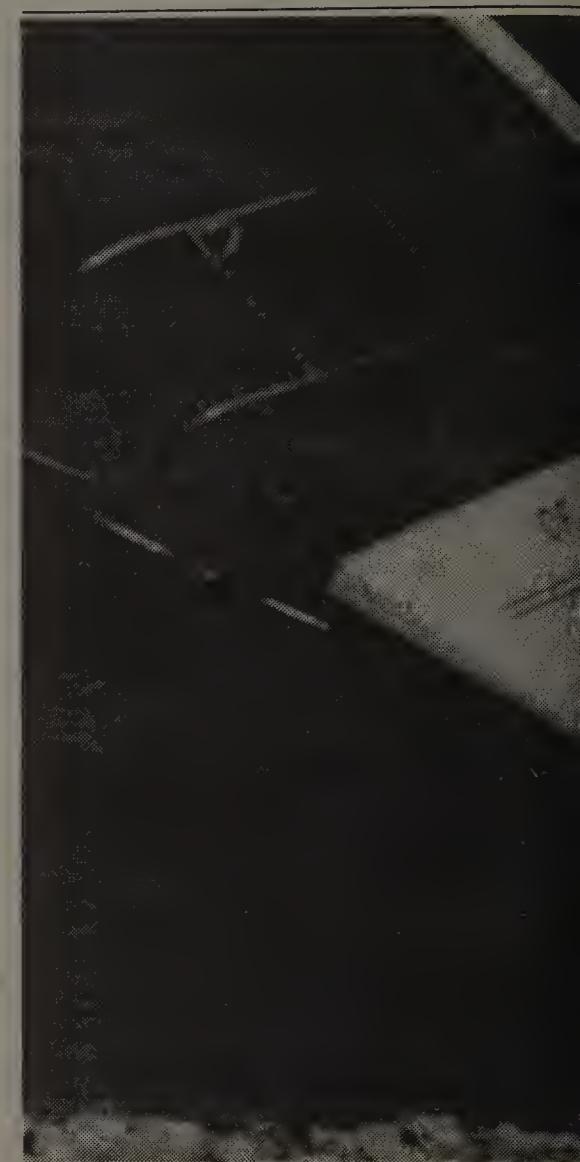
I also had experience crewing on commercial salmon and herring boats, which gave me some confidence on the water, but my sailing had been limited to San Francisco Bay. I was no expert and knew it.

Rounding out our compliment was Jay, another American who had been crewing on various yachts for several months. He knew celestial navigation and since we had no Satnav, seemed like a reasonable addition for the 420-mile trip, even though neither Nick nor I got along particularly well with him.

The first 24 hours of our passage passed pleasantly enough as we settled into the routine of three-hour watches. Scudding before the Southeast trades, we made good time. As Tonga dropped away astern, Jay got several sun shots and I even managed to create a palatable corned beef from the canned bully beef that's a staple on so many Kiwi boats.

In the dark before Friday's dawn, the wind began to shift, finally coming around 180 degrees to northwest, turning our lovely downwind passage into a pounding beat. It gave us confused seas for close to 30 hours and clouds that made Jay's job difficult, then impossible.

We were grateful for calmer water early Saturday afternoon. And we were delighted when late that afternoon we spotted Vatoa, the southernmost island in Fiji's Lau group. At dusk we were even more pleased when Vatoa's light showed. Working lights are not always found in



the South Pacific. Even though the weather was still dirty, we all relaxed.

After dinner — a simple noodle soup concoction — I stretched out in the quarter berth. Jay was on watch, trying to stay dry in the cold drizzle that had developed. From below, Nick and I felt Jay make a slight course change. When he called down that he had gained a bit of speed by falling off maybe 10 degrees, neither of us double checked him on the chart.

Forty minutes later, at about 7:20 p.m., we met our radio schedule with Karikari Radio, the SSB net so many cruisers use in that part of the world. Mere moments passed before Nick bounded to the cockpit because, he told me later, he'd felt the sea flatten, which shouldn't happen if we were in deep water. I was close on his heels.

I'll not soon forget the look in Nick's eyes as he glanced over the dodger — nor the fear I felt when he shouted "Hard port!" to Jay, who was sitting on the bottom of the cockpit to keep

COURTESY ANNE WAYMAN

Anne Wayman.

day sail from Suva, the passage had given me a taste of blue water and I wanted more. I was delighted when New Zealand skipper Nick



TIM PARKER

Another boat, another time — another navigational error. This is 'Sunglade' on the rocks at Ano Nuevo.

out of the drizzle. Before the words were even out of his mouth, and before Jay had a chance to react, Nick grabbed the tiller himself and slammed it hard over, snapping the line used to lash it, desperate to avoid what he could see and I could now hear — surf! The look of confusion on Jay's face (and mine, if my feelings were any indication) turned to pure terror as we ground hard onto the ring reef south of Vatoa.

For a moment, we seemed to hang in the balance between driving further aground and, Nick hoped, slipping off. But it was not to be. Each succeeding wave drove *Tiere Moana* harder onto the coral. That hope dashed, Nick darted below to broadcast Maydays.

At first, our transmissions were met with confused babble from many boats. I later learned that John on *Carino* issued the "Silencio!" command that cleared the airwaves of interference.

Our first solid contact was with *Defender*, a

fishing boat anchored at Benga Island off Suva. They ended up handling most of the relays we needed. Before long, I was also talking with *Ragtime*, another New Zealand yacht on her own Tonga-Suva passage, but 80 miles closer to Suva than us. She immediately turned around to come to our rescue.

Other than that, however, I don't recall many particulars of these conversations. I've been told by several people that I even

completed our distress call, which I don't remember at all. Nor do I remember going back on deck to crouch in the wildly tilted

cockpit to help Nick and Jay launch our canister liferaft in the gathering darkness.

What I do remember in vivid detail are the tremendous surge and spray, and the incredible, rhythmic grinding and slamming of the boat as each wave ground it ever farther onto the reef. And I remember watching in amazement as the line to the liferaft slipped and tightened around my little finger so hard I was sure it was going to be pinched off. I freed it between surges, but the circular bruise lasted for weeks.

I also remember clearly how badly part of me wanted to get off that boat, away from the noise and confusion. And I remember how I kept reminding myself to stay on the yacht as long as possible. My internal message was backed up repeatedly by the *Defender* and *Ragtime* crews radioing us to "Stay with the boat."

I soon learned that I wasn't alone in suffering these apparent mental lapses. When *Ragtime*'s crew asked us to take a bearing off Vatoa's light, I reported that we were unable to because *Tiere Moana* was hard on her port side and the ship's compass was stuck. Only when they suggested we used a handheld compass did I realize how confused our thinking was.

Although, thankfully, the most serious injury had been to my pinched finger, I knew we were in shock. It took Nick awhile to find the handheld compass, but at last we were able to establish and relay our position in relationship to the light. Through the dark and drizzle, the light looked much closer than it was. It sits on a peak and leads me to doubt the wisdom of the adage "High light, far away, low light, close" as a method for estimating distance, particularly when the visibility is poor. Because of this confusion we first thought we were on Vatoa's southern reef. Instead, we were on an entirely separate ring reef some 8 miles south of the island, a reef clearly shown on the charts.

Further evidence of our state of mind was that we didn't set anchors until someone suggested it over the radio. At that point, we'd been blown out of the surf line and more firmly

"It was like stepping into the middle of a Fellini movie."

onto the reef. Though it took almost an hour, Nick and Jay were able to set two anchors to halt our march across the reef. One was thrown and the other Nick carried by hand, wading through the rough water while attached to the boat with a line. We knew the tide was rising,

A NIGHT

but our query about how much water to expect was met with "information not available." I later learned from the pilot book that the many reefs and channels around the islands make tidal predictions unreliable.

Gradually, helped immensely by the calm encouragement from *Defender* and *Ragtime*,

"I asked if they were pirates, which brought much laughter."

we got our heads together. I wasn't surprised that they, and so many other boats, were willing to help — after all, we'd all do the same. But it's really something to be on the receiving end of that help. That radio link was critically important to our emotional well being, as well as to our rescue.

We soon received word that *Ragtime* wouldn't be able to reach us until noon the next day at the earliest. The weather was slowing them down. Word was also passed that *Pandora*, a Kiwi fishing boat we'd seen in Neifu, was steaming to our aid with a similar ETA. That seemed like a long time to wait, but we were glad to know someone was on the way.

It wasn't until after our ordeal that we learned the extent of just how much behind-the-scenes work was going on to get us help. For example, as we were 210 miles from Suva, one of the first things our contacts thought of was the natives of Vatoa, who were virtually next door. But their regular radio schedule with Suva had long since signed off for the night and they had no way of knowing we were there. I could only hear enough of various relays to realize there were problems with communication, compounded by the fact that Fiji, like so many South Pacific islands, shuts down on Sunday. There also seemed to be no decision making authorities available.

Because of this, John of *Carino*, after issuing the 'Silencio', went ashore and called Suva Marine from the telephone at the Royal Suva Yacht Club.

A flare gave us our first distorted view of our surroundings. We realized we were on the reef south of the island and maybe 100 yards from its lagoon. We weren't sure how extensive the damage to the boat was. The rig was still standing, but we were taking on some water. We knew that whatever harm the hull had sustained would only get worse as we continued to slam and grind on the coral. Nick worried that our anchors would drag and we'd be blown into deep water, only to sink. Worse,

a wind shift could mean we'd be blown back into the surf and none of us had much hope of surviving that.

(As the tide continued to rise, we did begin

to drag, causing me to radio that we were going on deck to abandon *Tiere Moana*. Fortunately, the anchors dug in again and this time they held.)

By the flare's glow we could also see that when we'd gone on the reef through the surge, the waves had come up over the spreaders, bending the radar reflector.

We later learned that the Vatoans had seen the flare and mounted an immediate rescue effort. But they also thought we were on Vatoa's reef. They searched the area as well as they could in the gloom, but when they didn't find us, they realized we must be on the southern reef. By that time, the weather had deteriorated and they felt it was too rough to continue to search that night.

The rising tide eased the slamming to a

LESSONS LEARNED THE HARD WAY

People, particularly cruisers, keep asking me for details about exactly what happened. I don't think this is prurient interest so much as a genuine desire to learn from someone else's mistakes. With the experience well behind me (and without consulting either Nick or Jay), I have formulated the following observations in that regard.

1. Skippers have as much trouble picking crew as vice versa, which leads directly to...

2. Personality conflicts, which we had plenty of, can lead to errors in judgment. Compatibility may be even more important than skill, particularly with the 'fatigue factor' of a long passage. We were in trouble as a crew before we left the dock and once underway, that trouble only grew.

degree, but presented another problem as the boat began trying to lift. *Tiere Moana* had settled on her port side, but it now became

obvious she wanted to shift to starboard. When she did, the weak link in the line to the liferaft gave, and we watched in horror as it sailed away. Jay, lashed to a long line, went after it, but couldn't get it back. Although we were determined to stay with the boat as long as possible, the loss of the raft was a definite low point.

As the fellows got our aluminum skiff ready — a truly questionable craft — I checked our water. The water in the tanks was salty, so I asked Nick to hand down one of the 5-gallon jerry jugs we had on deck. I lashed it to the counter in a way that would allow me to pour so we'd have some fresh water to drink. I finally found the can opener and a can of pears, which I insisted we share. Water and food lifted our spirits a bit as we hunkered down in the cabin in impossible positions, waiting.

After a while, we dug out more canned goods and tried to down some cold spaghetti. Jay found a reasonably dry spot in the forepeak and dozed, not surprising after his venture overboard to try to rescue the liferaft.

The cabin was a frightful mess. By 2 or 3 a.m., the water in the boat matched the level of the water outside. A torn pillow spilled its foam bits, which floated all over; tiny packets of instant coffee also sloshed around everywhere. Radio contact slowed to about once every 30 minutes. There was nothing much to do but wait, pray and think.

3. It would be far too easy to say the episode was all Jay's fault because he was on watch and because he was the navigator. It's also far too easy to say that it was ultimately Nick's fault because he was the skipper. It's true he had the ultimate responsibility for the vessel, but to lay blame only in that direction wouldn't be fair, either. And I can't blame myself. Instead, it was a combination of events that put us on that reef.

4. Satnav, GPS and/or radar would likely have kept us off the reef, but lots of boats equipped with only the basics like *Tiere Moana* have made that passage with no problem.

5. Once we went on the reef, it took us much longer to settle down and think clearly than I would have thought. There's no way to appreciate in advance the shock of driving

We didn't talk much, each aware of our danger and none of us wanting to upset the others with tears or talk of doom. Nick and I spoke occasionally about anything other than our situation. I found a dry wool blanket to wrap up in. I was cold from fatigue and

because my feet were dangling in the water in the main cabin.

There was lots of time to think and as I looked around at the mess, I realized that if I ever needed an excuse to get off boats, this was it. But in the gloom, it seemed to me that *Tiere Moana* was working hard to hold herself together for us, and I realized that it wasn't the boat's fault we'd put her in such straits. Although I wasn't sure, I doubted even then that I'd give up boats.

We greeted light and dawn with true enthusiasm. Now we could see how far away Vatoa really was, and see clearly the truly awesome surf we'd survived.

Daylight brought more radio activity. One idiot tried to talk Nick into officially abandoning the boat. Questions about insurance, salvage possibilities and the like were relayed to us, this time by Brent on *Southern Lady*. Fortunately, Brent was savvy enough to realize there were more pressing matters — like getting us off the reef in one piece — and cleared the airways again for pertinent traffic only. We could hear some of the relays as they went down the line and found it shocking how quickly information can deteriorate as it's passed from boat to boat.

Because *Tiere Moana* finally settled on her starboard side, we knew our batteries would go under with the next high tide. With Brent's

aground in approaching darkness. Fortunately, though we continued to make mistakes — anyone would — they didn't cost us our lives.

6. Twenty-twenty hindsight suggests that, under the conditions, we would have been better off to have waited to launch the canister raft until we absolutely needed it. As long as we were on the reef, we couldn't sink. And as it turned out, we would have had ample warning (anchors dragging) if we'd started to move into deeper water. We also wondered about the weaklink system — a 'tripline' device designed to save a liferaft from being dragged under by a sinking boat. It didn't serve us well, but it certainly makes sense to have it. There's probably no way to design safety equipment that meets all circumstances — something for every cruiser to keep in mind.

help, I was finally able to break through the radio chatter and ask what was going on. *Defender's* crew reported that, somehow, communications with Vatoa had broken down and that the natives weren't coming after all. They also told us a helicopter was lifting off



COURTESY ANNE WAYMAN

One of the last photos of 'Tiere Moana' in the harbor at Nukualofa, Tonga.

from Suva "in 10 minutes."

That was our last radio contact.

Given our local weather — clouds hugging the horizon and constant drizzle or rain — we held out little hope of being spotted by a helicopter. We feared another night on the reef.

By the grace of God, that wasn't to be. About 11 a.m., Nick spotted a small boat coming through the reef toward us. At least, he insisted it was a boat. I wasn't so sure at first. But sure enough, a boat resolved itself through the mist. What fooled me was our rescuers' use of two long tree branches as boat poles, giving the appearance of a benign sea monster.

Soon an 18-ft plywood punt powered by six Fijians and a 40-horse outboard were alongside. And did they look fierce! I must admit that all my prejudices surfaced briefly. I asked if they were pirates, which brought much laughter and reassurances. Like many islanders, they spoke some English — a blessing since none of us spoke any Fijian. They began offloading any gear that wasn't nailed down, and some that was — whether for themselves or to salvage it for Nick wasn't clear. Because of Fijian law and politics, it still isn't. At any rate, in short order, the skipper of the small craft barked an order and everybody climbed aboard. Obviously, they knew the tides even if no one else did.

Now, there are some fine small boat handlers in San Francisco Bay, but compared

to the fishermen of Vatoa, they are amateurs. In addition to the six Fijians — one on the engine, two with poles, two reef watchers (one forward, one aft) and a youngster in training — the punt was now loaded with the three of us and a boatload of heavy, soggy wet gear. We had maybe 8 inches of freeboard — if the kid and at least one of the lookouts kept bailing.

As we reached the edge of the reef, there was much discussion about what course to take to get through. Then we had the two-plus mile passage of open ocean with 2 to 3-meter almost-breaking waves between us and Vatoa. When the islanders went silent, I began to pray again.

They made it look easy. Within seconds, the reef was behind us and then, finally, we were on the beach.

We stepped ashore to the cheers of some 350 men women and children — the whole village had come to greet us. Every time we'd wave, the children would scream and laugh. The women of Vatoa gathered me up and led me along a dirt path, up a slope and through their very clean village — to where I didn't know. Or care — I was simply delighting in being loved and cared for on dry land.

As we rounded a corner, there on the grass was our liferaft, still complete and fully inflated with canister and canopy — and with kids spilling in and out of it with great glee. It was like stepping into the middle of a Fellini movie. Apparently, the raft had blown around the other side of the island where the natives had found it that morning. I wondered doubtfully if it would have floated there so easily had the three of us been in it. I'm glad we didn't try.

We were treated like honored guests on Vatoa, although Suva Marine was having fits because we were in the Lau group and hadn't cleared Customs.

The next day, Nick and I boarded *Pandora* and Jay boarded *Ragtime*, arriving in Suva two days later bruised, tired and grateful. After two nights in a hotel with my own hot shower, I joined Brent's *Southern Lady II*, a lovely steel ketch, to continue my interrupted South Seas cruise. After plenty of R&R in Nadi waters, we sailed on to Brisbane.

Since then, through two more *Latitude* contacts, I've crewed on a delivery from Hawaii to San Francisco — a delightful 18-day trip — and crewed on a delivery from Port Canaveral, Florida to Marathon Key, down the Inland Waterway. I've also done another stint of commercial salmon fishing and have plans for more cruising. Nick is back home and has another wooden sailboat. Neither of us know where Jay went when he left Suva.

And *Tiere Moana*? She was too far from Suva to organize any sort of salvage quickly enough to save her. She stayed on the reef.

— anne wayman

RALPH LUCAS

Dear Diary:

May 14 — Went to see Ralph Lucas today, over on the Alameda side of the Estuary beside the High Street Bridge. Found him behind a little brown house with a dock out back — tied to which was the famous 55-ft yawl *Santana*. Stripped to his shorts and bare feet, Ralph was sanding down the deck hatch in readiness for yet another varnish job.

Ralph's been working on *Santana* since 1974 when Tom and Ted Eden bought her and began to bring her back to life after her trip around the world. The boat has become Ralph's signature in many ways: she's clean, fast and seaworthy, and the meticulous woodwork inside and out is testament to Ralph's relentless attention to detail.

I'd never seen Ralph *au naturel*, but the sun was out and it was one of those big blue-sky California days. He looked younger than his 48 years — boyish, in fact, despite the gray in his hair and the lines on his face. A coating of freckles covered massive, tanned shoulders that ripple impressively when he moves.

Though bareheaded this day, Ralph is figuratively a wearer of many hats: sailor, philosopher, storyteller, dockside jester. But his biggest claims to fame are magician and artist. At least that's how most boatowners for whom he's worked describe his restorative powers when it comes to making old boats look great again.

We sat on the teak deck and he told me about himself, which I don't think is something he does regularly. Ralph is one of those quiet artists who most of the time let their work do the talking. Certainly, that's the case with *Santana*, and with *Escapade*, the 73-ft yawl on which he's been working for the past three years.

It was funny to find out that Ralph wasn't born into sailing; he seems so suited

"The big intrigue
in my life
isn't life or
death..."

to the life I just assumed he had been. His family were loggers from Oregon and Montana. He came to California in 1961 to serve in the Army and decided to stick around for a while. He went to junior college in Salinas, then transferred to UC Berkeley.



That's when he decided to live on a sailboat, although he'd never set foot on one before.

Ralph took his dad along for moral support as he drove down to check out a Bear boat that had been advertised in Palo Alto. They got to where they thought they were supposed to be and found a boat full of lanyards, deadeyes and character. Ralph got real excited. Wow, what a great boat! Then his dad noticed that they had the wrong berth number. The smaller, 'rougher' Bear for sale was in the slip next door. Ralph did one of those "Hey, I knew that all along" numbers and tried to hide his disappointment. But not his resolve. With a few minor lifestyle changes, the unnamed Bear (hull #44) would fit his price range, so he sold his Corvette, got a used Renault and began commuting from Oakland's Fifth Street

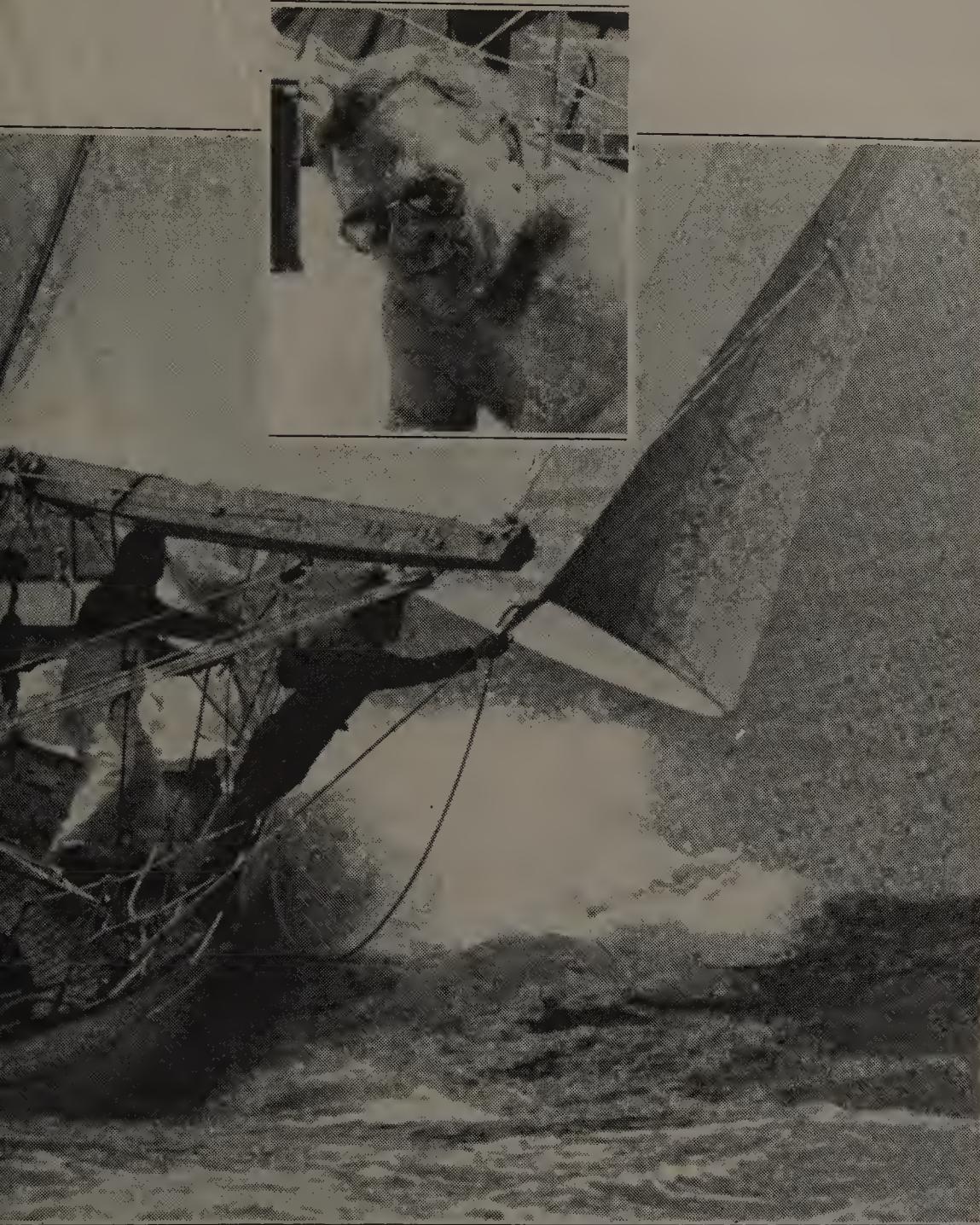
'*Santana*' in her element. Inset, Ralph Lucas.

Marina to the University to pursue his philosophy studies.

Ralph's tiny floating home became his entree into the world of boat repair. His deck needed painting. He priced it out and found it would cost \$150 to have someone else do it. "No way!" Ralph said. So he put masking tape on the toe rail, sanded the deck and painted it himself. The only problem was that the whole process took a while, and by the time he got back to the masking tape it had bonded itself to the toe rail. One project led to another and pretty soon, old #44 was looking so good that people were approaching him to fix their boats, as well.

The extra income enabled a big update to

RENAISSANCE BOAT MAN



In 1972, Ralph bought a 34-foot *Sunset*, a Jim DeWitt, Sr., design that he describes as "a small Farallon Clipper, long and narrow". He and his buddies decided to try racing, and hooked into the handicap fleet. This was back in the days when racing was done primarily for fun, and your rating varied according to any number of factors. If you

"... It's
whether I can
make the
house payments."

threatened to quit, for example, the committee voted you a few extra seconds per mile. If you bought a new set of sails, they took away a few seconds.

For Ralph, the main 'handicap' was keeping his competitors in sight. The leaders of the pack were Bob Miller's 33-foot *Windward Koolau* and Ed Bunker's *Aiberg 30 Cameo*. When they started racing *Joy*, Ralph and his crew had trouble keeping track of Miller as he sailed off on the horizon. Their big technological advance in 1972 was to get a stronger pair of binoculars to see which way *Koolau* went around the islands. Eventually, though, they learned the ropes and began to beat Miller and Bunker, which made them feel pretty good.

In 1974, San Francisco architects Tom and Ted Eden bought *Santana* and decided to fix her up. She'd been pretty well trashed after her sail around the world. The Edens found Ralph doing boat repairs, painting houses and dodging the harbormaster whenever he came around to collect the rent. The Eden/Lucas connection started what is now a very fruitful 17-year working relationship.

Santana, which was drawn by Olin Stephens and became famous for being Humphrey Bogart's favorite lady next to Lauren Bacall, was filled with a ton of junk. Once that was cleared away, Ralph found a full third of her ribs were broken and had to be repaired. He told the Edens that it was going to take a while just to get the boat looking seedy, let alone respectable. So they went to work, with Ralph pleasantly surprised to see the brothers roll up their sleeves and get down and dirty with everyone else.

Ralph had been around long enough by

the boat: repowering. Ralph traded in the broken down 3-horsepower outboard that came with the *Bear* and got himself a 10-hp long shaft Mercury. "The damn thing was so powerful I could reach hull speed just idling!" he says.

Still not knowing a lick about sailing — and apparently no more than a lick about boat handling — Ralph spent the next Sunday putting around the Estuary. On the way home to the Fifth Street Marina, he found himself bearing down on his berth with a healthy bow wave. Just outside the slip, he slammed into reverse and the prop cavitated. Realizing he was going to ram, Ralph ran forward, jumped onto the dock and braced himself for the blow of the bow, which knocked him ass over tea kettle into the water. Still in reverse, the engine then began pulling the boat back out of the slip at full speed. Ralph jumped back aboard and

dove for the stern as the boat headed for the rocks on the other side of the Estuary. All of his neighbors were howling with laughter at this point. To avoid further embarrassment he decided to move, taking up residence at the Berkeley Marina for the next few years.

Ralph's academic endeavors paralleled his misadventures on the water. After five years of school, he still didn't have enough credits for a degree. He moved to Gashouse Cove instead, bought himself some real foul weather gear (a Levi jacket had sufficed in the East Bay) and determined to really learn how to sail. Part of the fun was doing it with friends like Bill and Larry Pollock, who Ralph had met in Salinas.

RALPH LUCAS



Though she came along a little late for IOR, 'Scallion' is a sweet sailing boat.

this time that his pride in workmanship was well known, but the work on *Santana* cemented his reputation as one of the real local talents in boat restoration and finishwork.

As if he didn't have enough to keep him busy, along about 1975, Ralph decided it was time for another boat of his own, only this one he planned to design and build himself. He started construction on the aluminum IOR one tonner with his longtime lady friend and partner Holly Sellers. But once more, Ralph's timing was a little off. By the time *Scallion* hit the water in 1982, IOR was beginning its death throes here on the Bay, and the boat's racing days were disappointingly limited — all the more so because by this time Ralph had become a pretty decent competitor.

Part of Ralph's gang during this period was another pair of brothers, Paul and Frank Bergamaschi of Berkeley. They're nephews of the Edens, so they came on with the *Santana* project and have been pals with Ralph ever since. Frank says Ralph is fearless on the water, and although he's not a rock-star, he has the potential to be. Unlike some big shots, though, Ralph likes to get input from the rest of the crew as he makes tactical decisions.

Though IOR was on the wane, Ralph found no trouble filling his schedule on boats

ALL PHOTOS COURTESY RALPH LUCAS EXCEPT AS NOTED

like Fred Doster and Dave Wood's *Santana 35 Take Five*. As tactician, Ralph helped guide them to championship seasons in both the Bay and ocean (back when the 'Tuna 35s raced both venues) in the mid-1980s.

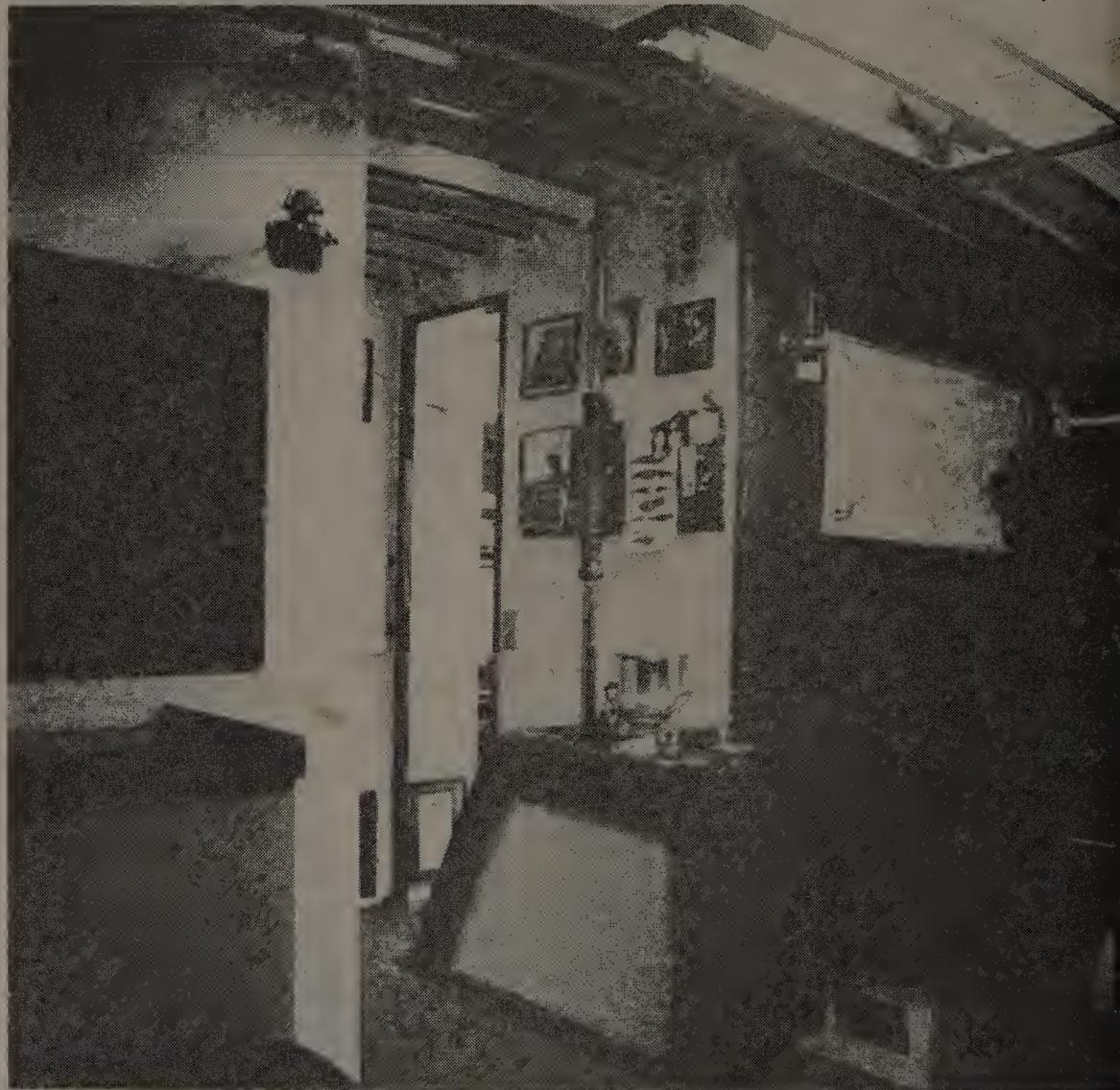
In the early 1980s, Nevada rancher Pete Marble decided to resurrect *Canadian Robin*, Ted Hood's old one tonner. Ralph, the Edens, the Bergamaschis and the rest of the group pitched in to put on a new keel, rudder, mast and deck layout. Ralph says the fact that a rancher owned the boat was significant, because the rounded bottom rolled so much under spinnaker you needed a saddle to stay in the driver's seat!

Gary Mull designed the modifications for *Canadian Robin*, and sailed on the boat, too. They did pretty well, taking the Stone Cup one year. Part of the winning approach was to have a couple of pretty young women onboard to keep the macho guys from whining. It's true, you know. Men seem to get stronger and tougher whenever there are

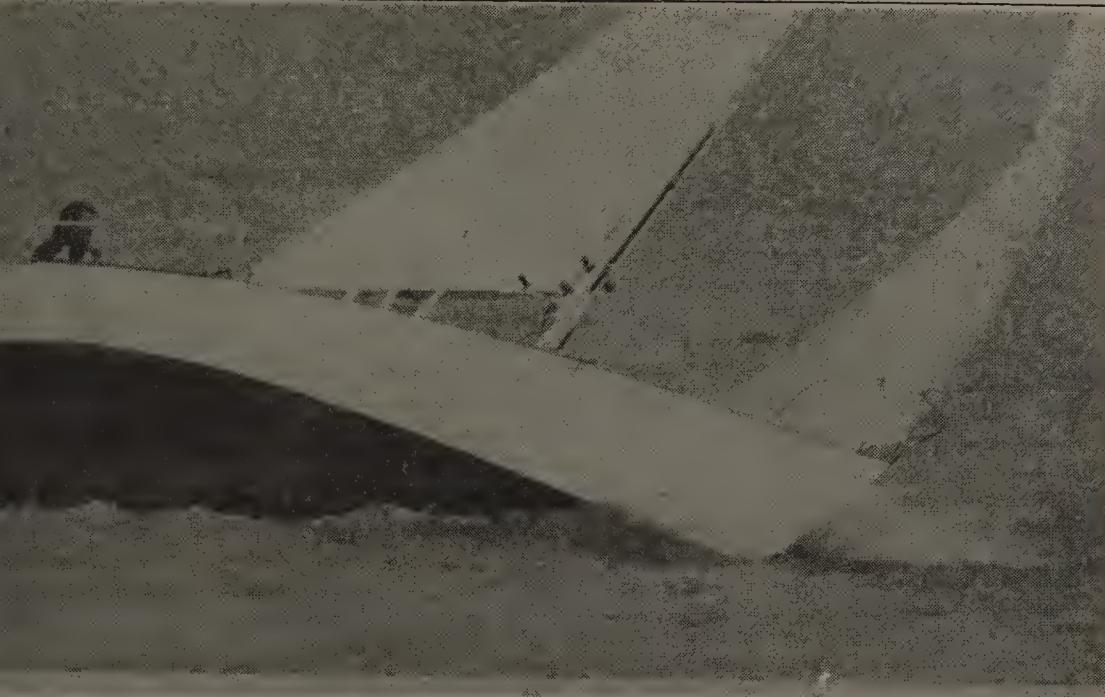
pretty ladies around.

Mull will probably kill me for writing about this, but Ralph remembers one time they were coming home after a race and the wind began to pick up to the point of throwing some spray on deck. Gary was being very attentive to the distaff section. If there was anything he could possibly do to keep them dry, he said, they should let him know. One of the girls told him that indeed there was: "Yeah, don't drool." Ralph still gets a big kick out of that one.

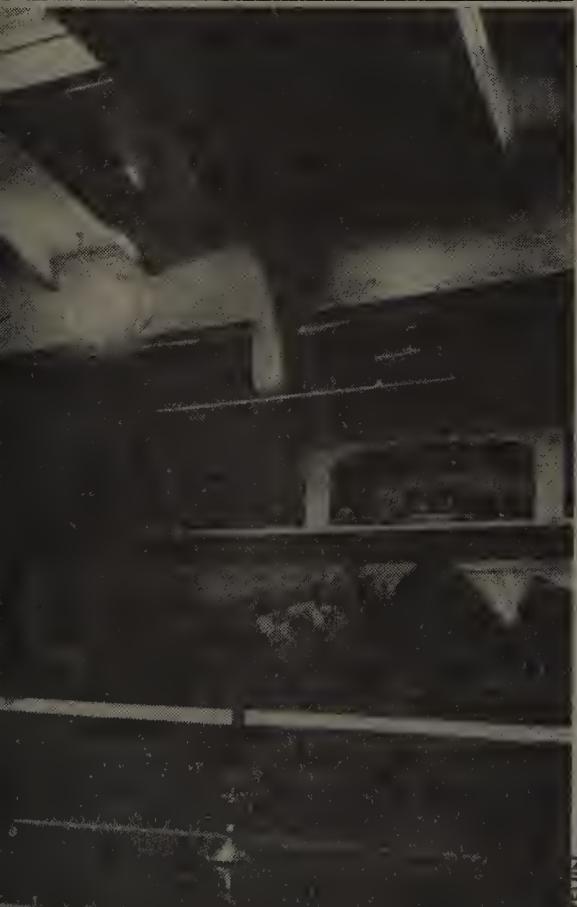
I never realized it, but Ralph's sailed on darn near as many boats as he's worked on. He helped John Merrill with his Swan campaigns on *Allegra* and *Race Passage* in the late 1970s, and with Renn Zephriopolous on his Swan 44 *Papoo*. He cruised the East Coast on the 67-foot Alden ketch *Nomad*, and he was partners in an Etchells 22 with Bill Irwin during the 1980s. This summer he's going on the Ancient Mariner's TransPac (for classic yachts) from San Diego to Maui with Dave Lenschmidt on his Lapworth 50 *Caprice*.



RENAISSANCE BOAT MAN



Above, Ralph at the tiller of the Sunset 34 'Joy', circa 1975. Below, the elegant interior aboard 'Escapade'.



COURTESY NIKOLA TEHIN

Over the last three years, Ralph's big work project has been *Escapade*, the 73-foot royal blue Philip Rhodes yawl owned by San Francisco lawyers Nik and Pam Tehin (and featured in a *Latitude* Boat of the Month article in September, 1989). They have been part of *Santana*'s crew for several years and had hired Ralph to take care of their Luders 36 *Quetzal* before buying *Escapade* in 1988.

Ralph was asked to work his magic on the well-travelled yacht's interior. Like *Santana*, the first order of business aboard *Escapade* was a major cleanup. The forepeak locker was filled with old paint cans from all over the world and the hanging lockers were filled with junk. Ralph likes nothing more than to clean out messes like that.

"One of the key concepts to keeping a boat clean, dry and fresh is to allow as much air circulation as possible below", he says. And that means taking off all the unneeded junk. (Frank Bergamaschi told me that *Scallion* is like that too, and that Ralph made a huge concession just to put cushions down below in his own boat!)

There are other benefits to serious spring cleaning. Ralph's cleanup, aided and assisted by a legion of co-workers, friends and volunteers, resulted in lightening *Escapade* by more than 15 tons — the boat rode almost half a foot higher out of the water! Right now Ralph's working on updating the electrical system and rounding out the sail inventory.

As for his own dreams, Ralph has started plans for another yacht for himself. This one will again be aluminum, but 55 feet long. After almost 20 years of taking care of

Santana and other yachts, he figures he knows enough to make one that will fulfill all of his fantasies.

After all this talking, it was getting to be time for Ralph to get back to his prep work. Before I left, though, he wanted me to mention his three sailing heroes. One is Myron Spaulding, who's been messing about in boats longer than most of us have been alive. Another is Bill Allen, the Swan dealer from Sausalito. Ralph likes him because "he's what a sailor should be: he never tries to be a hero and he's always willing to pitch in with the grunt work". And then there's John Matarangas, another big boat sailor whose claim to fame (at least for Ralph) is that he has Betty, one of the most beautiful girlfriends around.

Finally, I wanted to know if Ralph did anything *not* related to boats. Indeed he does. He still reads philosophy. He studies Italian and German, which he gets to use on his trips to Europe. One of his favorite hobbies is an ongoing study of the Renaissance, and especially the 16th century Italian sculptor Benvenuto Cellini. "Here was a guy who served time in prison for killing a couple of people, who claimed to have taken 20 lives in his career, who was always threatened with revenge and intrigue and yet he still managed to create these incredibly expressive bronze sculptures," says Ralph with open admiration.

Might he view himself as a modern Cellini? I ask. He shakes his head. "The big intrigue in my life isn't life or death, it's



Holy smokes, he can cook, too! Ralph tending to galley duties on 'Santana'.

whether I can make the house payments," he says. He did admit, though, that a boat can be like a piece of art — but one that's never finished.

For someone who makes his living taking care of boats, that makes for a pretty good world in which to live.

— shimon van collie

MAX EBB:

"O wwww!" I said out loud, even though I was working alone. "That smarts!"

A viscous glob of paint remover, mixed with bottom paint, had found its way down the neck of my paper space suit. I reached back to wipe the chemical away, but stopped short when I remembered that my gloved hand was also covered with caustic goop. The sting against my bare skin was getting worse every second.

With an assortment of expletives I put down the scraper and the brush, pulled off one glove, and wiped away the drop of hazardous waste from inside the back of my suit.

"Time for a break," I decided as I ducked under the forward section of my boat's hull on the way to the open tailgate of my car. I unconsciously rubbed my boat's bottom — the part I had already removed most of the paint from — to check smoothness.

"Damn!" I shouted when I realized that my right glove was now off, and my fingers, up until now clean and protected, were streaked with toxic blue paint.

Time for a beer. I pulled off my eye protectors, cleverly avoiding using my now-defiled right hand. But I wasn't quite smart enough to take the glove off my left hand first. This left a big fingerprint of paint remover in the middle of one of the lenses, which would no doubt corrode the plastic lens and leave a cloudy spot. So I pulled off the left glove, wiped the goggles clean as best I could, and then opened a can of beer very carefully so as not to get any of the blue paint from my right hand near the opening. I took a long, satisfying swig of the frothy nectar. Or at least that's what I would have done, if I had remembered to take off my particle mask first. The beer soaked the mask, ran down my chin, and more blue stuff got smeared over the top of the beer can.

"That's it. Time for a long break," I repeated to myself after throwing the still-full can into the trash bucket, deliberately aiming it to land upside down so I could hear the wasted beer running out. I took off the mask and started to walk back to the yard chandlery to buy some hand cleaner, another pair of gloves, another particle mask, and some more paint remover.

But for therapeutic reasons, I took the long way around, strolling leisurely through the other part of the yard so I could view other projects in progress.

"Why on earth did I ever decide to strip off all the old paint in the first place?" I mumbled to myself. It started as a simple



bottom job — new paint over mostly old. And then just because one little patch of paint peeled off the keel, one of my crew talked me into starting from scratch. He was supposed to help — where was he, anyway?

The yard was full of activity. There was one poor soul with a big cruising boat that had almost terminal gel coat blisters, and he had been going at it with a disk grinder since morning. That made me feel a little better.

Another sailor was in the beginning stages of completely overhauling an old woodie. Every time I walked by he had taken off another rotten plank, and now more than half of the framing was laid bare. He and some friends, evidently 'experts', were standing inside the hull, waists about where the planking should have been, poking sharp tools into some critical internal structure and shaking their heads. They did not look happy. This made me feel a little better, also.

Next I came upon a big ultralight, sitting uncharacteristically close to the ground for a boat that draws so much water. The keel was off, the rudder was off, the rig was down. Most of the structure connecting the keel to

Dennis Connor's transom: is it razor sharp?

the hull had been ground away, and two people in paper suits and respirators were carefully measuring out epoxy resin. And to think that all my boat needed was new bottom paint. This made me feel much better. My pace quickened a little.

The next boat I stopped to admire was a much smaller ultralight, almost ready to re-launch, with one person in the usual paper space suit and respirator wet-sanding the hull. The figure in the space suit was also rather lightly built, compared to the usual boatyard worker, and I surmised from the diameter of the sail tie around the waist holding in the too-big suit that this was a female. And I thought I recognized the bicycle leaning against a nearby boat cradle.

"Are we having fun yet?" I hailed from behind as I approached.

She was wearing a headphone radio, no doubt turned up to some obscene volume

GOING WITH THE FLOW



LATITUDE/ROB

level.

"Ahoy Lee!" I shouted. "Anybody down below?"

Still no response. She was happily sanding a small patch of bottom, hose in one hand and pad of sandpaper in the other. I picked up the hose a few feet upstream of the nozzle, and folded it tightly in half to cut off the flow.

A few seconds later she tried to squirt on some more water, but of course the stream dribbled to a stop, causing her to turn around abruptly to check what was wrong with her hose.

"Hey, Max!" she greeted me, through the particle mask and over the base notes emanating from her headphones. "I had a feeling you'd get tired of scraping paint eventually. "Now can I, like, have my water back?"

I dropped the hose, realizing an instant too late that Lee had the nozzle aimed right at my face. Too late, I got a quick blast in the face before she shut off the flow.

"I mean, you look like you need a shower," she joked.

"Thanks, I needed that," I answered

sarcastically. "I see they finally roped you into doing some of the hands-on work on this boat. When are you going to splash?"

She stared back with a blank expression. Base notes and percussion sounds poured out of her headset.

"Lee, can you hear anything over that radio?"

"Just a minute," she said, "I can't hear anything over this radio," and she peeled off her gloves and slid the 'phones away from her ears.

"We should go in tomorrow morning," she said. "Just one more hit with the number 800 sandpaper. How do you like the new rudder?"

I had heard that this particular one-design class had recently voted in a new elliptical rudder, and was curious to see what it looked like.

"Definitely bigger than the old one," I noted.

"Makes a humongous difference in downwind control," she added as she took off her goggles and pulled the respirator down around her neck. "And faster upwind, too."

"Faster upwind? I thought the bigger rudder was just for downwind control, and that upwind the extra wetted surface was going to slow you down a little. Especially if the boat is balanced properly to begin with." I went on, against my better judgement, "If the center of effort is the proper distance

Max. The concept of 'lead' was finally killed off in '87 with the front-ruddered twelve meter. Side force can be efficiently handled by a combination of foils, including rudders. When this boat heels, the rudder's major job is to resist leeway, just like the keel. And the deeper, higher aspect ratio shape does that with less drag, so we go faster and/or point higher."

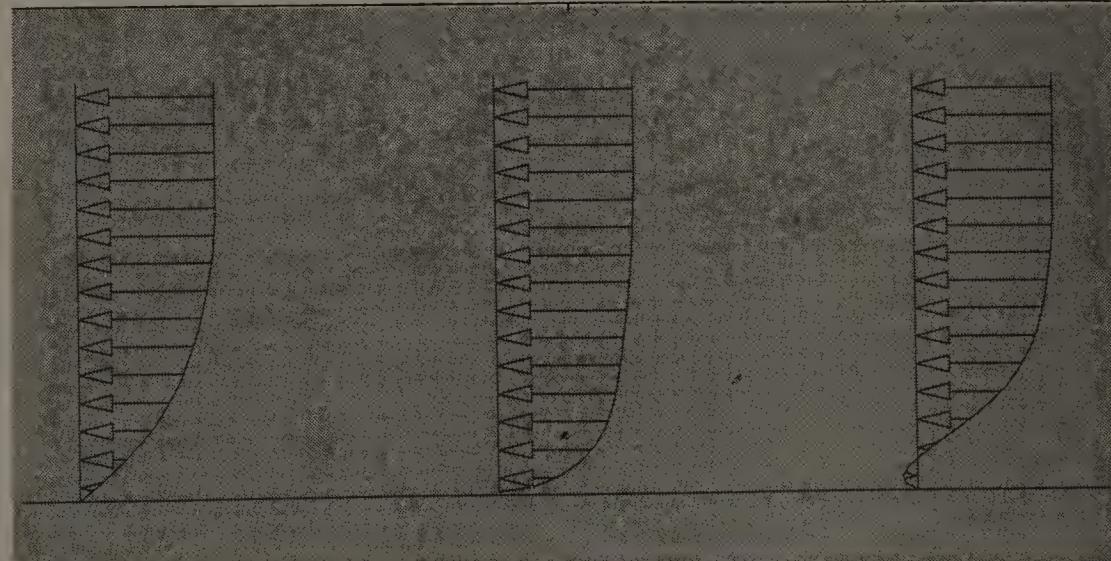
"Can you feel the difference with the elliptical shape?" I asked.

"Noway could anyone 'feel' the difference between an elliptical rudder and a trapezoidal-shaped tapered rudder with the same sweep and aspect ratio. There's only a few percent difference. And the difference would be, like, barely measurable compared to a rectangle-trapezoid combination. And even these differences only show up at high angles of attack. The new rudder is way better, and you can feel the extra control, but that's because it's deeper — not because it's an elliptical shape. People seem to have this crazy idea that the elliptical shape all by itself is magic."

"It is the most efficient shape for a rudder, isn't it?"

"For sure, but not nearly as important as rudder depth and aspect ratio. Those parameters are way more important . . ."

She had been fishing around inside her paper suit, and finally came out with a pencil. Now she was looking for a scrap of paper, no doubt to proceed with the mathematical derivation of most of the laws of hydrodynamics.



Elliptical rudder shapes? No, it's the average velocity profiles for (from left) laminar, turbulent and separated flow — or so Max tells us.

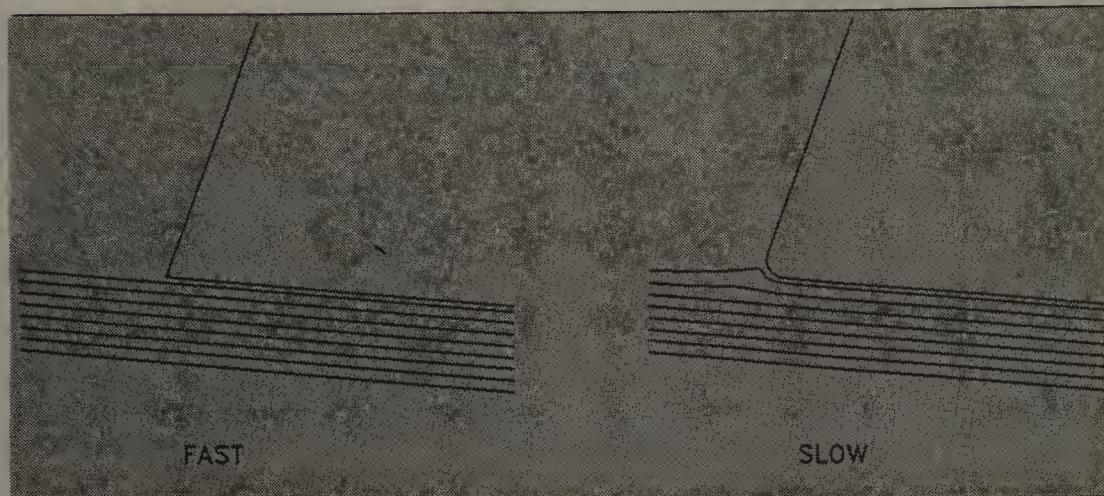
forward of the center of lateral resistance, the bigger rudder shouldn't be necessary."

"You've been reading the wrong books,

"What's this stripe on the stern?" I asked quickly, trying to change the subject. "Looks like some repair work by the transom corner."

There was a dark vertical stripe on the

MAX EBB: GOING WITH THE FLOW



back edge of the hull, right at the intersection of the hull side and the transom. It was on the transom too, covering about an inch on either side of the corner, extending from the deck edge down to the waterline.

"Oh, that. Just some fairing," she said.

I walked over and ran my hand along the transom corner, noting that the edge was almost razor-sharp. This edge continued down around the entire transom and up the other side.

"Somebody went to a lot of trouble to get this edge very square," I remarked.

"Wasn't all that much trouble, actually," she grinned.

"What is it supposed to accomplish?"

"The boat comes out of the mold with, like, a half-inch radius between the transom and the bottom. That's to make it easy to build. But the water likes to see a sharp corner there."

"Interesting," I said. "My boat has an even bigger radius at the bottom of the transom. I always assumed that because it was all inside the boundary layer, it didn't make any difference."

Lee responded with a condescending look that seemed to say, "Haven't you learned anything?"

"And what do you think happens inside this boundary layer?" she inquired.

"Well, the flow is already very turbulent, so a relatively small irregularity in the hull won't cause any significant additional drag."

"You're confusing turbulent flow with separated flow, Max. Turbulent boundary layers are very draggy. It's only after the flow has separated that it's not affected much by roughness."

"I thought flow was laminar until it separated."

"No, no, no! Let's back up a few miles here. There are three main ways of describing fluid flow along a surface: laminar, turbulent, and separated."

"Okay, and laminar is what we want, right?"

"For sure, but it's not possible to get laminar flow for more than a few feet at best. Imagine the water as cars on the freeway, six lanes in one direction. On the right shoulder

is the hull, the left lane is open water, unaffected by the hull. In laminar flow, the right lane moves very slow, almost at a crawl, and each lane to the left goes faster. The left lane is at the speed limit. The friction against the hull is determined only by the speed of the cars in the right lane, which is very slow. So drag is very low."

"Okay, that makes sense."

"The problem is, laminar flow becomes unstable when the product of length times velocity gets to a certain limit. It's as if the drivers of those cars in the right lane, seeing everyone else going faster, decide to change lanes. Slower cars move to the left, then the right lane speeds up, and some faster cars move back into the right lane."

"Sounds just like my commute."

"The friction against the right shoulder, or the hull, goes way up. For basically the same reason, frictional drag in turbulent flow is much greater than in laminar flow. The turbulence mixes up the layers of water moving at different speeds, so there's faster water closer to the hull."

She pushed back the sleeve of her paper suit to expose a calculator watch, and hit some buttons.

"At five knots, for example, this transition happens about 1.5 feet from the bow. At 1.5 knots, laminar flow could be maintained to about three feet."

"What about 'laminar airfoils'?"

"The transition point is affected by a lot of things, especially the pressure gradient. The pressure on an airfoil usually decreases as long as the foil is getting thicker, and then the pressure starts to go up again. Decreasing pressure delays the transition to turbulence, so a laminar section usually has the thickest part about halfway back. Hard to make it work on a boat, though."

"Am I ready for flow type number three? What did you call it, 'separated' flow?"

"Right. That's when the freeway makes a sharp turn to the right, and most of the cars miss the turn. Some of them go back. So the flow right along the hull is actually in the

reverse direction. This happens on top of a stalled airfoil, or behind a boat with an immersed transom that's not moving fast enough for the transom to aerate. Behind anything that's not well streamlined, actually."

"So, back to your sharp transom corner. If the flow was separated back there, it wouldn't make any difference."

"Exactly. But it's not separated, just turbulent. The boundary layer — that is, the region where the flow is significantly affected by the frictional resistance — is typically a couple of inches thick. But the water against the hull is still moving fast. A sharp corner allows all the water to break away from the hull without losing any more speed. If the corner is curved, some of the water is pulled up and slowed down. You can see this happening if you look carefully over the stern of a boat that's going fast enough for the transom to aerate."

"You mean when the transom dries out, and a smooth sheet of water flows out from under it?"

"Right, except it's a lot smoother if the corner is sharp!"

"Interesting," I said, thinking again about the big radius on my own stern. "How much speed do you think that's really responsible for?"

"Enough so that we don't want the other boats in the fleet do the same thing," she said.

"What do the class rules say about this. Isn't this a hull shape modification?"

"No, it's fairing."

"Are you certain?"

"Fairing, for sure."

"I see. Better paint it the same color as the rest of the hull, though."

"That's the next step," she confirmed, as she looked over her shoulder in the direction of another boat of the same class. "In fact, I'd better get that done right away."

B

Back at my own boat, the paint remover was still just as unpleasant to work with as it had been an hour ago. Every time I got near the transom, I carefully regarded the radiussed corner. And every time I decided that it would just not be worth the trouble to modify.

Finally, my crew — the one who suggested we strip off all the old paint in the first place — showed up to help.

"Looks good, Max. Should be real fast when we're done!"

"You bet. And wait 'til you hear what we're going to do to the transom . . ."

— max ebb



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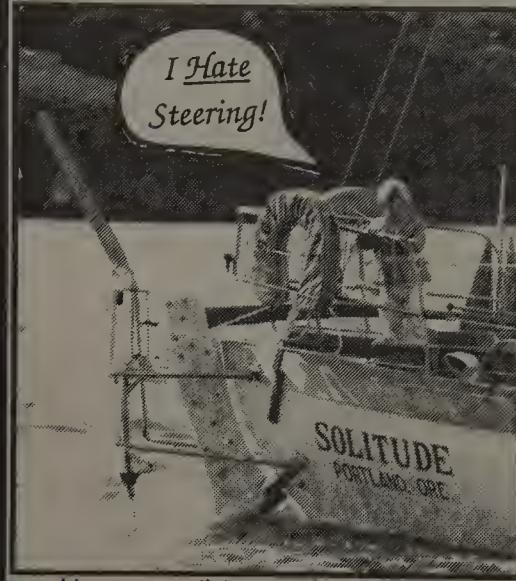
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VOLVO REGATTA 1991



The car industry may be going to hell in a handbasket, but the Volvo San Francisco Regatta, held May 25-27, is holding steady, if not flourishing. Despite cutbacks in the regatta budget, the now-traditional Memorial Day Weekend gathering was a smash hit, ironically thanks to the one element money can't buy: great weather. Nearly 1,000 sailors in 152 boats were treated to some classic Bay racing in 10 different one design classes. And although it wasn't the biggest regatta of the four Volvo events to date, many sailors claimed it was the best: good courses (utilizing two race tracks, the Cityfront and the Circle, and mainly windward/leeward courses), great

breezes (enough to cause three dismastings, a couple of major fender-benders and the usual compliment of smaller disasters), and pleasant shoreside activities held, as usual, in the stark environment of Fort Mason's Festival Pavilion.

But pity the folks who opted for the concurrent Volvo-sponsored Corlett Ocean Race, a rugged three-day sightseeing tour of the Gulf of the Farallones. Only 9 boats started the race — which rapidly degenerated into a survival contest — and only 4 managed to finish. Albert Holt's Olson 30 *Think Fast* was the winner, and he'd already forgotten the ugly parts (like beating to Drake's Bay in 40 knots) when we called

him. "The leg downwind to Half Moon Bay was just fantastic!" enthused Holt. "We averaged about 10 knots for 5 hours, hitting 20s a whole bunch of times."

Meanwhile, back in the friendlier confines of the Bay, Jim Lindsey was busy racking up the best record in the fleet, albeit against a small class. Sailing his battered Santana 22 *Seascape* with his longtime sailing partner, Bill Claussen, Lindsey posted a 4,1,1,1,1 record. The icing on the cake came later, when they won — through a random drawing among the 10 class winners — the grand prize: two plane tickets to Copenhagen. Jim and Bill immediately gave the tickets to their wives, no doubt to atone



for their past and/or future sailing escapades. Lauren Arena, the Executive Secretary of YRA and a tireless Volvo Regatta volunteer, was also presented a pair of tickets to recognize all her hard work in the past.

The tickets were donated by SAS Airlines, one of many sponsors this year in addition to Volvo (which put up somewhere in the neighborhood of \$90,000 to host the regatta, as well as giving the San Francisco Bay Sailing Association a check for \$14,500). Other sponsors included Mt. Gay Rum, Steinlager Beer, Marriott Hotels, Royal Motors, Valley of the Moon Winery, KABL AM/FM, Svendsen's Boatyard and Pineapple Sails.

'Peaches', an Express 27, picks her way through a pack of J/24s at the leeward mark in race one.

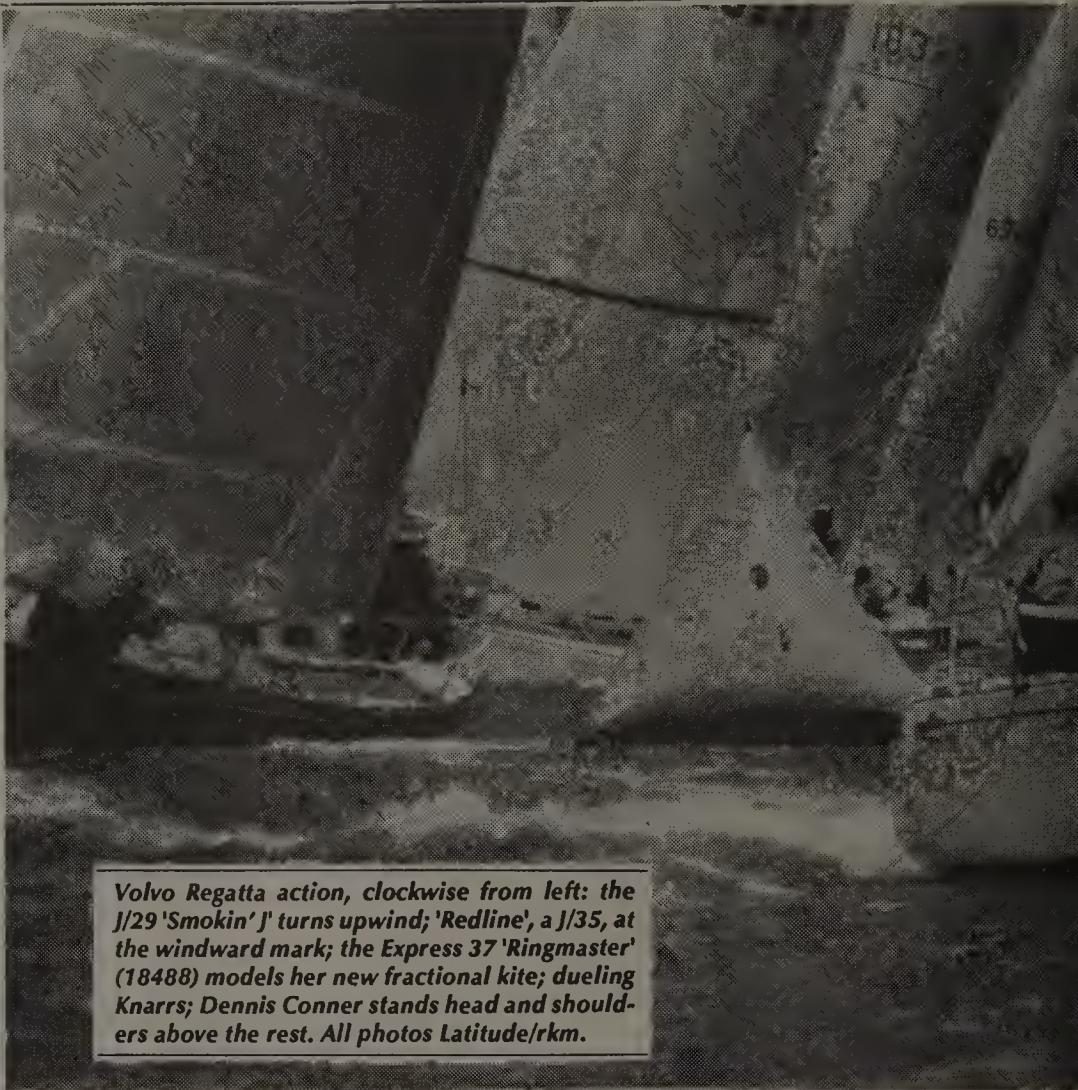
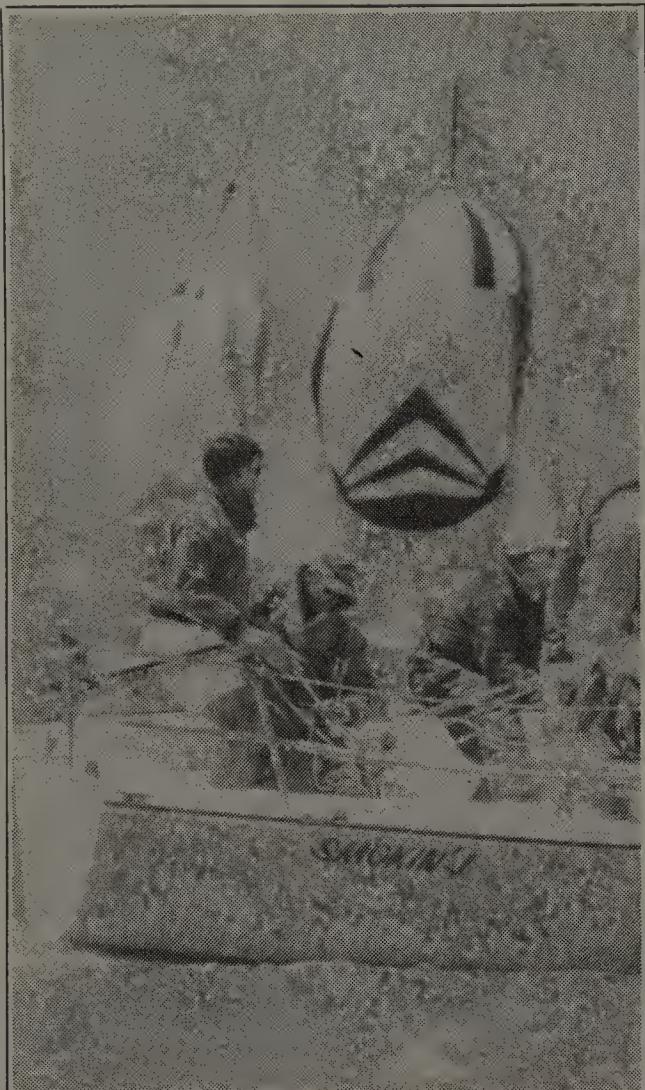
Everyone we chatted with enjoyed this year's Volvo Regatta, including Dennis Conner, who was in town to do a little homework in anticipation of the upcoming Etchells Worlds. "It's blowing 20, and the air temperature is about 70° — who could ask for more?" said DC cheerfully. "Besides, it's a nice break from the America's Cup."

With a stamp of approval like Conner's, and a solid four year track record, one would think the Volvo Regatta is here to stay. However, car sales being what they are these days, the regatta's future is apparently up in

the air. Volvo is no longer under contract to renew their sponsorship of the popular event, so who knows what will happen next year? Our gut feeling is that the regatta's too good to fade away: it may shrink a little (a few of the classes, notably Santanas and the J/29s, are marginal — and the ocean race should be shelved permanently), which could have the positive side effect of keeping most of the shoreside activities at St. Francis instead of Fort Mason.

We'll keep you posted. In the meantime, if you're in the market for a new car — don't forget our buddies at Volvo. What goes around, comes around!

— latitude/rkm



Volvo Regatta action, clockwise from left: the J/29 'Smokin' J' turns upwind; 'Redline', a J/35, at the windward mark; the Express 37 'Ringmaster' (18488) models her new fractional kite; dueling Knarrs; Dennis Conner stands head and shoulders above the rest. All photos Latitude/rkm.

ROGUE'S GALLERY: VOLVO REGATTA CLASS WINNERS



Larry Doane



Howie Marion



Jim Graham



Bill Dana



Scott Mason



Skip Shapiro



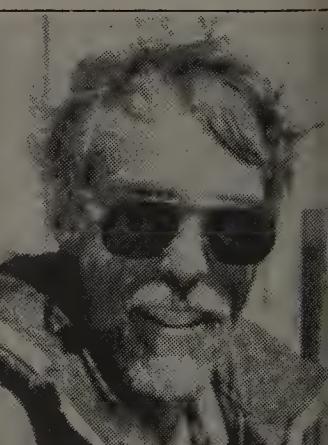
Jim Skaar



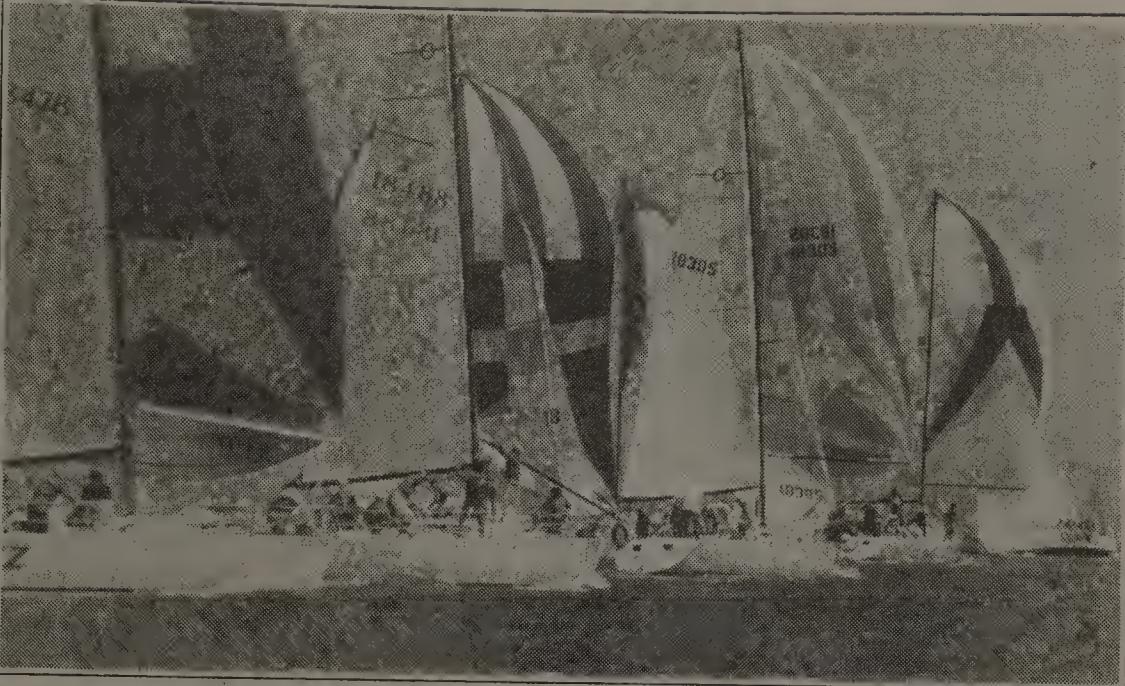
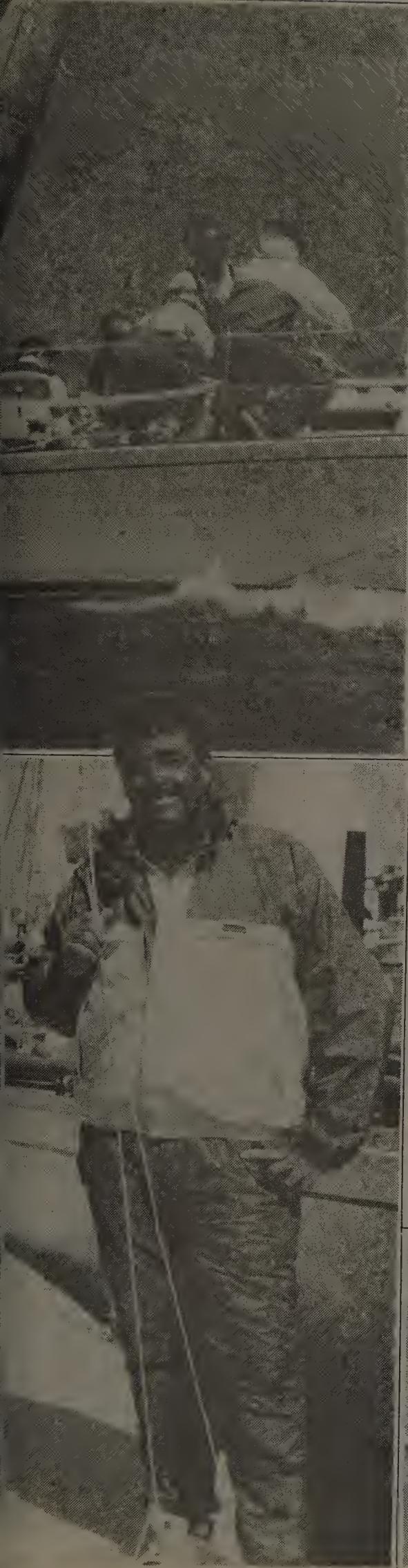
Tom Reed



Chris Moeller



Jim Lindsey



1991 VOLVO REGATTA RESULTS

EXPRESS 37 — 1) **Morningstar**, Larry Doane, 9.25 points; 2) **Re-Quest**, Glenn Isaacson, 11.5; 3) **Ringmaster**, Leigh Brite, 19; 4) **Pezzo Express**, Bill Ormond, 19; 5) **Spindrift V**, Larry Wright, 24. (13 boats)

J/35 — 1) **Current Affair**, Bray/Marlon, 7.5 points; 2) **Eaprit**, Kuhn/Russell, 14.5; 3) **Slithergadess**, John Niesley, 22; 4) **Pacific Express**, Shenson/C.Perkins, 24; 5) **Ukiyo**, John Williams, 29.75. (12 boats)

SANTANA 35 — 1) **Swell Dancer**, Jim Graham, 8.5 points; 2) **Wild Flower**, Art Mowry, 8.5; 3) **Flexible Flyer**, Mike Creazzi, 16.75; 4) **Dance Away**, Doug Teakel, 21; 5) **Excalibur**, Byron Mayo, 22. (7 boats)

J/29 — 1) **Power Play**, Bill Dana, 8.25 points; 2) **Adventure II**, Pat Benedict, 14.75; 3) **J-Spot**, Tom Fancher, 19; 4) **In the Bagg**, Kevin Bagg, 22.75; 5) **Smokin' J**, Gerald deWit, 26. (8 boats)

ETCHELLS 22 — 1) **Ambush**, Scott Mason, 9.25 points; 2) **Menace X**, Dennis Conner, 14.75; 3) **Three Live Crew**, Mike LaHorgue, 16; 4) **Celebration**, Ken Munro, 19.75; 5) **Down Under**, Nina Nielsen, 30. (9 boats)

EXPRESS 27 — 1) **Jammin'**, Skip Shapiro, 7.25 points; 2) **Guneukitechek**, Scott Eason, 8.75; 3) **Moonlight**, Schumacher/Franklin, 19.75; 4) **Locomotion**, Radcliffe/Amen/McRobie, 26; 5) **Elan**, Steve Lake, 30; 6) **Salty Hotel**, Mark Halman, 33; 7) **Peaches**, John Rivilin, 39; 8) **Archimedes**, Rick Swanson, 45; 9) **Red October**, Tom Castle, 46; 10)

Mirege, Lloyd Thivierge, 49. (20 boats)

KNARR — 1) **Huldra**, Jim Skaar, 16 points; 2) **Winteramoon**, Bryan Kemnitzer, 18.5; 3) **Lykken**, Robert Fisher, 20.75; 4) **Bonino**, Terry Anderlini, 24; 5) **Second Wind**, Adams/Blake, 28; 6) #103, Mickey Waldear, 32.75; 7) **Huttetu**, George Rygg, 33; 8) **Alice**, Bruce Bradfute, 35.75; 9) **Svalen**, Hakan Billie, 49; 10) **Hyperactive**, Mark Horlick, 49. (20 boats)

FOLKBOAT — 1) **Thea**, Tom Reed, 10.5 points; 2) **Volker II**, Jerry Langkammerer, 24.75; 3) **Galante**, Otto Schreier, 25; 4) **Windy**, Bill DuMoulin, 27.75; 5) **Little Svendie**, Svend Svendsen, 28.75; 6) **Highway**, David Boyd, 31; 7) **Jalina**, David Thomson, 32. (15 boats)

J/24 — 1) **Lying Sack** (aka **General Colon Bowel**), Chris Moeller, 14.5 points; 2) #4459, Mark Laura, 15.75; 3) **Jail Balt**, Frederic LaFlite, 20.5; 4) **Tundre Rose**, Keith Whittemore, 21; 5) **Chimera**, Chris Snow, 30; 6) **Electra**, Malsto/J.Perkins, 36; 7) **Sockeye**, Tom Hutton, 38; 8) **Casual Contact**, Seardon Wijsen, 38; 9) **Chicksdigit II**, Peter Young, 49; 10) **Grinder**, Jeff Littfin, 63; 11) **Party Animal**, Greg Lowe, 63; 12) **J-Walker**, P.Perkins/Nazzal, 68; 13) **Invincible**, Bill Worsham, 74; 14) **Knickers**, T. Dobroth, 75; 15) **Just Jake**, Mike Grandin, 80. (40 boats)

SANTANA 22 — 1) **Seacape**, Jim Lindsey, 7 points; 2) **Tacky Lady**, Charles Brochart, 13; 3) **Soliton**, Mark Lowry, 15.75; 4) **Keelkicker**, Bruce MacPhee, 24; 5) **Shazam**, Bud Sandkulla, 26. (8 boats)



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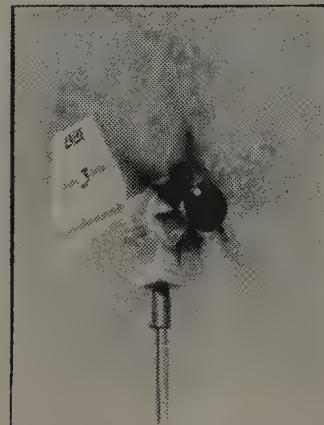
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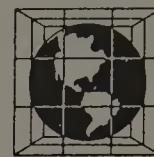
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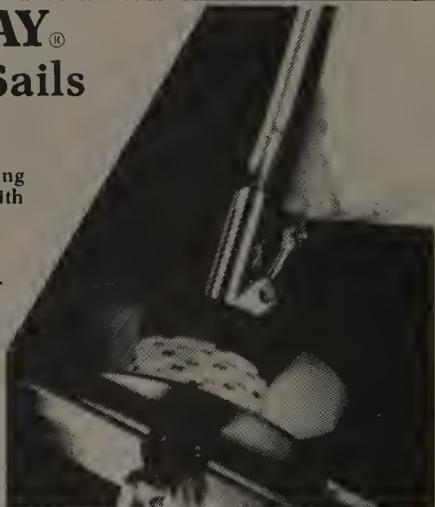
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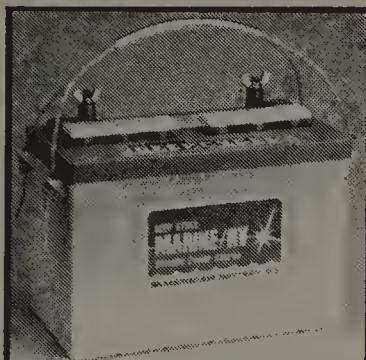
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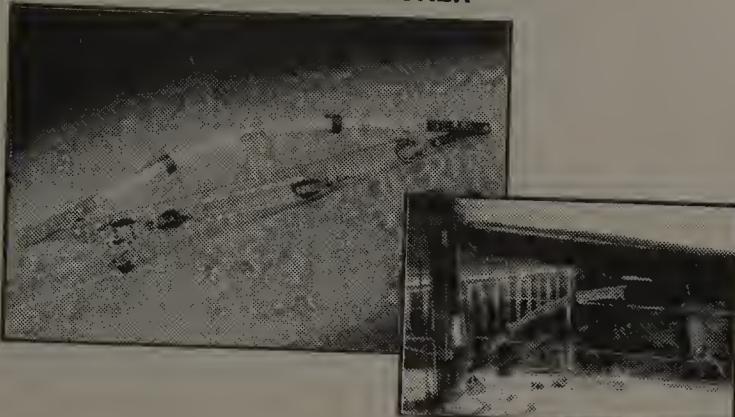
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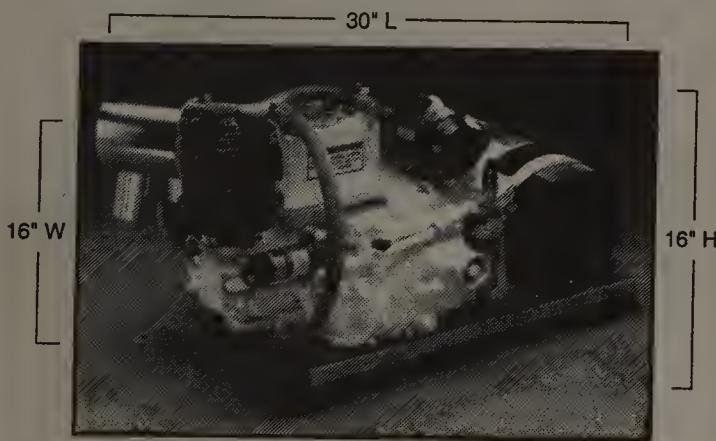
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WORLD OF

With reports this month on a great honeymoon charter in French Polynesia, and some cruisers who interrupted their six-year world cruise to charter in the French canals.

Chartering Tahiti — Why Hadn't We Done This Before?

Having been married for almost a year, the pressure was building to get around to a "real honeymoon". Evidently, the two days at a Bed & Breakfast hadn't fulfilled the obligation. A sailing honeymoon was a natural, at least for me. But like Humphrey the whale, my wife and I were determined to get off the beaten path. Having looked at some pictures, it seemed like Tahiti was the ideal place to lose our way for a few days.

Tahiti is ideal for a honeymoon or vacation, and they do have hotels for this purpose. But seeing an island nation like French Polynesia from land makes as much sense as touring Tibet by boat.

suitable for two? What's the best time of year to go? How long do you have to stay to enjoy the cruise? How do you get there? How long does it take? Gibb's forthcoming answers shattered a few misconceptions and got us on our way.

First off, French Polynesia just sounds a long ways away. Really. Maybe it's just me, but my conception of flying beyond Hawaii calls up visions of grueling marathons only slightly improved since the days when Amelia Earhart was flying. But after just one call, Air France had us booked on an 8-hour UTA flight direct from San Francisco to Papeete. By comparison, it often takes twice as long to fly from San Francisco to popular Caribbean islands. Heck, by the time you boarded your connecting flight in New York or Miami, we'd be sipping Mai Tais while watching the sun set over Bora Bora.

When we got on our flight in San Francisco, my suspicion that most Californians believe as I do about flights beyond Hawaii seemed to be confirmed. Thirty or so of us Americans boarded, joining 200 snoozing Frenchmen and women who had just arrived from Paris after 11 hours of flying.

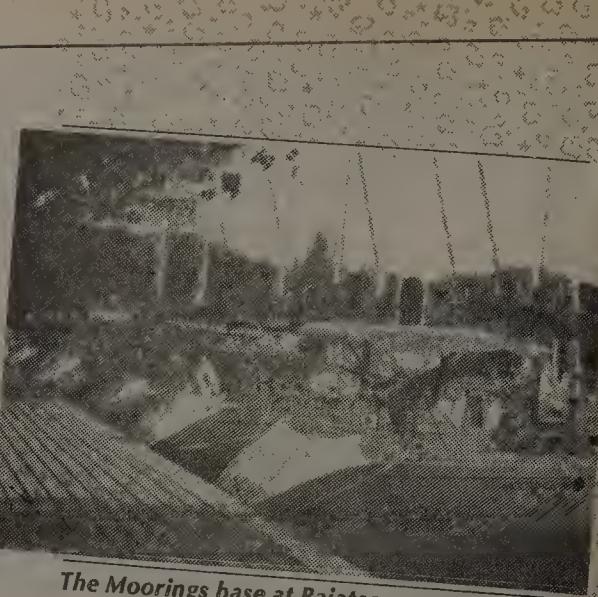
Unlike most vacations, ours seemed to begin before the plane even left the ground. The UTA attendants wore long tropical patterned clothing, the cuisine lived up to reputation, there was French wine and champagne, and of course we all had the opportunity to test out our Franglais. "Où est le bathroom?" "Deux mas champagne, por favor."

Our arrival in Raiatea, which is 45 minutes by air to the northwest of Tahiti as well as home to The Moorings fleet, was as smooth an entry into vacation mode as anyone could wish for. We had reserved a Moorings 38, the smallest size boat in their fleet. Built by Beneteau, she turned out to be luxury for the two of us, would have been 'business class' for four and a somewhat cozy 'coach class' for six. Vaita was built in 1990, had been kept in immaculate condition, and was fully stocked and itching to go to sea. The Moorings base is practically at the end of the runway and looks north and west toward Tahaa and Bora Bora. Our first inclination, after loading the gear, was to simply take the boat to Tahaa, paint her blue and sail over



The Arndt's favorite anchorage, just inside motu piti aau, in only 12 feet of water.

With the Tahiti bee in our bonnets, we called Jerry Gibb, The Moorings West Coast rep, to get the facts. What kind of boats are



The Moorings base at Raiatea.



Check the sign, no fish allowed on the escalator.

the horizon. The South Pacific is that intoxicating.

Watching us stand next to our boat salivating at the prospect of sailing, The Moorings staff had to lash us to a bollard so we would sit still long enough to go through their briefing and boat orientation. It turned out to be helpful and for our own good. The thorough briefing by Georgina, who has been compared to Norman Schwartzkoff in both efficiency and style, had us feeling overconfident in no time. Some of the rules seemed a bit restrictive: Be anchored by 5:30 p.m. Don't leave for other islands after 9:30 a.m. Always pump the head 117 times when flushing. Always bring spare gas and oars when using the dinghy. Nonetheless, I could only think of the experiences that had inspired the need for the rules, and didn't want to be the charterer who inspired any new ones.



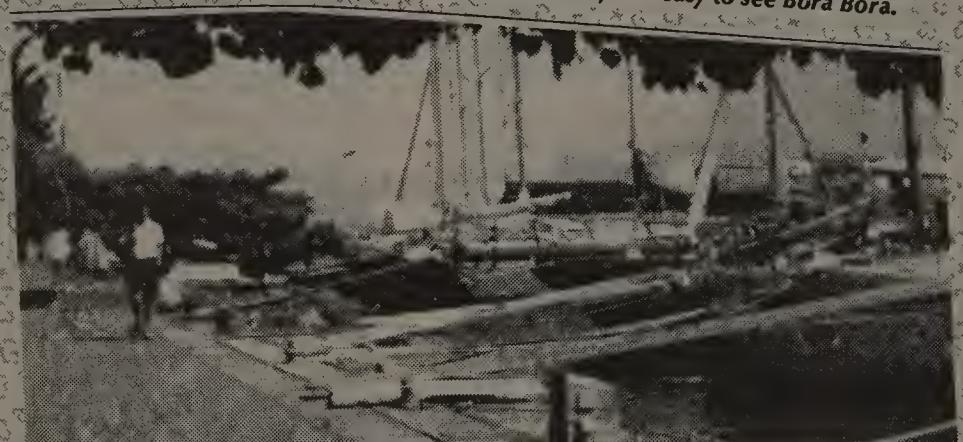
Raiatea's 3,200-ft Mt. Tefatuiti, with Baie de Rotooroa in the foreground.



Sorry Alamedans, but Huahine is considered by many to be the most beautiful island in the world.



Raiatea Carenage Service; no boatyard in the world has more beautiful surroundings.



The quai at Papeete, a yachting crossroads.

While the briefing only instilled confidence in us, it might undermine the poise of less experienced sailors. I was told that The Moorings has a 'Friendly Skipper' program for such folks. This involves putting a skipper aboard — free of charge — for the first two days to further familiarize the charterers with the boat and the cruising grounds. There's also a 'first class' option where you can hire a skipper and/or cook for your entire charter. As for us, when Georgina finished our orientation by telling us you can distinguish sea turtles from coral heads by the fact that sea turtles move, we felt not only confident, but psyched.

Was the charter any good? Words fail me, so I'll simply say it was the second best thing I've ever done. We were aboard for nine days of glorious sailing in 10 to 15 knots of gentle, balmy tropical breezes that pushed us across seas with more shades of blue than

ever came off Maxfield Parrish's brush. Azure, indigo, turquoise, sapphire, cerulean, ultramarine — they were all there. In fact, it's somewhat handy to get to know all the colors, because that's how you sail. If you stay in the darker blues, you're fine; if you sail in dark brown or very light blues, you come to an abrupt and dramatic stop. Fortunately, sailing by the colors is as easy to learn as painting by the numbers, so it's hard to go wrong. I don't know if The Moorings wants this to get out, but the other great navigation aid is aerial color postcards of the islands and the lagoons. You do need to pay attention to the charts, but the postcards sure help you get a good overview of the situation.

As mentioned, a sailing honeymoon was a natural to me. For my wife, who basically

learned to sail while bouncing along the Cityfront with big crews on small boats, the thought of just the two of us sailing a 38-footer between small islands on a large ocean was something of a concern. I suspect it was an even greater concern to my non-sailing in-laws. Well, we not only found all the islands with ease, but every aspect of the trip was modeled on Utopia. While not outgoing, the people were very friendly, helpful when asked, the breezes blew moderately but consistently, the sun rarely took breaks behind the tradewind clouds, and the few showers were arranged for our refreshment and convenience. It quickly became evident to me why Captain Cook had arranged four 'business trips' to the South Pacific some 200 years ago. I'm sure he kept telling the Queen, 'One more trip and I'll be bringing home the gold and silver.'

A typical charter cruise in French

Polynesia would include four islands: Raiatea, Tahaa, Bora Bora and Huahine, which are located within three separate barrier reef systems. Your home port of Raiatea is located inside the same barrier reef as Tahaa, which happens to have some of the best inside the lagoon sailing in the islands. For us, nine days was enough time to visit all the islands, but just barely. For a seven-day itinerary, I would suggest leaving out Huahine. You need at least 12 to 14 days to sail all four islands comfortably.

In the beginning, I had been surprised by the number of French who would fly 19 hours for a Tahitian vacation. But then I realized most of them were staying for two to three weeks, and that only burned up half of their annual vacation. The famous American work ethic doesn't make too much sense down here. At the other end of the spectrum, of course, are the cruisers who sailed to the islands six years ago and still haven't left. So how long one should stay is really a matter of personal opinion.

The French seem to have done as good a job as anyone at being imperialist. In fact, we learned that if you pay taxes in France, you'd better get yourself down to Polynesia or else you're missing much of where your tax dollars are going. The French have spent billions on the local infrastructure, much of it to placate the locals so there won't be any protests against the nuclear tests. The locals, in fact, seem to be indifferent to tourists and there is no sense of the 'tourist hustle' you find in other charter areas. The locals are pleased to exchange local goods for your money, but they're equally content if you don't buy anything. The French Polynesians seem happy enough with their own lives, as they should be, to not worry about what all the iridescent white bodies from the north are doing there.

It's also possible to enjoy a seven-day charter without ever leaving the lagoon surrounding Raiatea and Tahaa. These two islands contain all the basic sights and pleasures which you'll also find at the more distant islands of Bora Bora and Huahine. Our first day took us sailing out on a gentle reach from the Moorings marina toward the leeward side of Tahaa, where we first cut our teeth on South Pacific sailing. We stayed in the dark blue inside the reefs, erring toward the barrier reefs rather than the island side of the inner channels. This had two benefits. The inside edge of the barrier reefs tend to be beautiful white sand and therefore easiest



Spread: typical scenery along the French canals. Inset: there's often not much clearance when going under bridges.

to see, and if for some reason you venture too close, the sand is a lot softer than coral, which tends to be prominent on the island side of the lagoon.

Tahaa is the only island of the four which can be completely circumnavigated in a sailboat and has the most open lagoon for sailing. Lots of harbors, good diving, plenty of remote motus and the most sparsely populated, Tahaa is also the least touristed island.

Raiatea, on the other hand, is big, tall, and has a real town and the charter base — which puts it in great contrast to Tahaa. All this inside one 20-mile long, 10-mile wide lagoon bathed in tropical breezes with a sea that gives way to you. It was also Captain Cook's favorite island.

To be continued next month.

— John Arndt
Mill Valley

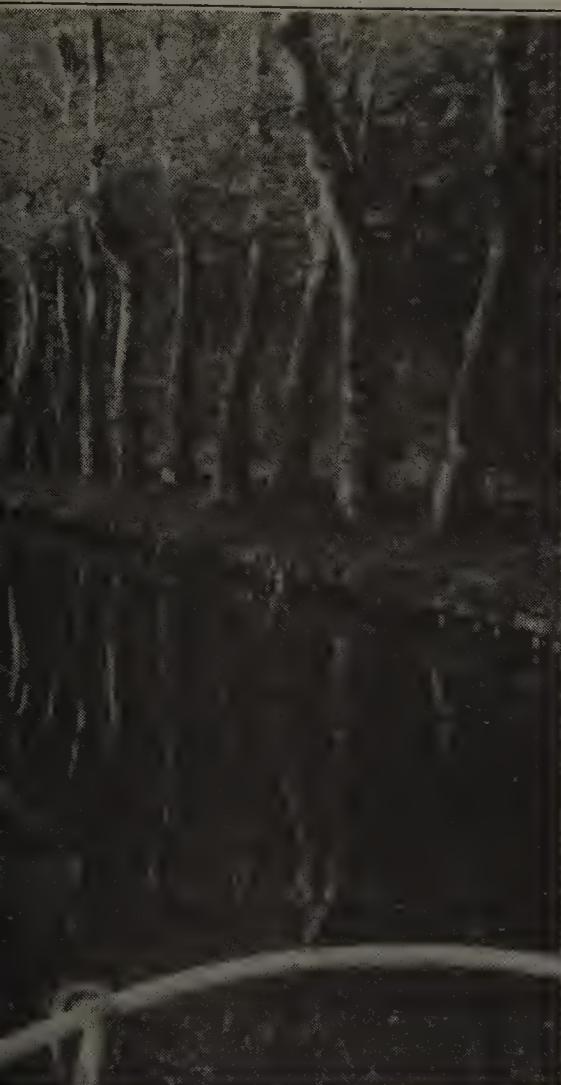
Chartering French Canals

Bringing our own C&C 38 Topaz on the Rhone and Saone Rivers merely whetted our appetites for inland France. So renting a shallow draft canal cruiser seemed an easy way to extend our canal exploration and

solve our deep draught dilemma. After extensive research, we selected Burgundy Cruisers (8, Route Nationale 6, Accolay, 89460 Cravant) near Vermenton because they had a good central location on the scenic Canal du Nivernais, were easily accessible by train, and their prices reflected a good value. Most of their U.S. bookings are handled by Skipper Travel Services in Palo Alto (321-5658). But since we were already in France, we contacted the British owners, Keith and Margaret Gadsden, direct at 86.81.58.04.

After leaving Topaz in Chalon, we packed our American flag — which generated many friendly waves — binoculars and both folding bicycles, and took the train to Vermenton to begin our canal cruise. Although the weather in May is often unsettled, the benefits of being early in the tourist season overcame the occasional rainy day.

Our fully equipped, but unnamed floating home was a 24-foot cabin cruiser that had been built 24 years ago under the overly optimistic brand name of Sea Master. *Deux Cent Vingt* (#220) as we fondly dubbed our nobile craft, had 2.5 feet draft and a not-too-thirsty 40 h.p. diesel that hummed happily along at 1600 rpm. The maximum 6-knot speed proved much too fast for most of the canals as the wake eroded unsupported banks.



Cruising the French canals allows an intimate peek into French country life. Gliding past well-tended vegetable gardens, farmyards and fertile fields at 4 knots eliminates the streetside barriers of closed village shutters and impregnable stone walls. Even visitors who speak rudimentary French will find the country people to be friendly, helpful and honest.

But there's another side of canal cruising, which is the entertainment factor supplied by the "if you can drive a car you can drive a boat" mentality of most vacationers. This is great entertainment and even greater relief, especially if it is not your boat, but a battle-scarred veteran must contend with the inadvertent canal bashing and miscalculations of the uninitiated operators. Canal cruising is an adventure more exciting than the best Waterworld amusement ride and watching the boat bashing opportunities beat the Delta Destroyers comedy any day.

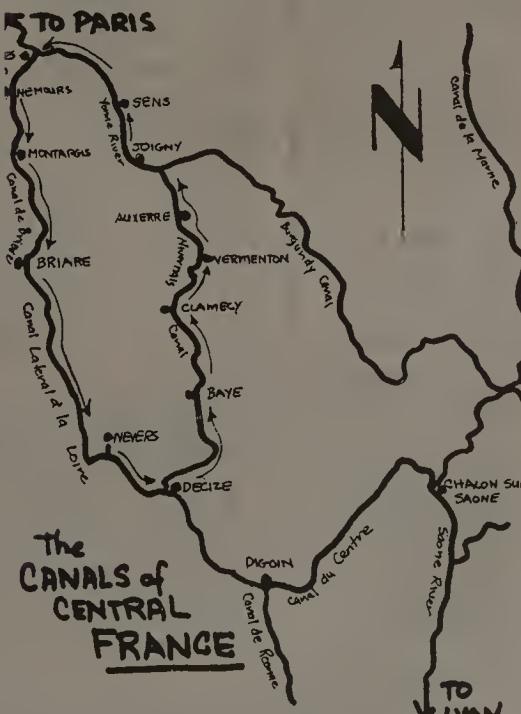
Upon our arrival in Vermenton, our Burgundy Cruisers mentor Keith Gadsden reviewed charts and cruising guides. He explained that the best route would be to go north on the Yonne River to Joigny and up to Montereau, and then onto the Seine River before turning south at St. Mammes onto the Canal du Loing. Here we would be climbing upstream past Chatillon-Coligny on the Canal Lateral a la Loire to Decize. There we would enter the southern section of the

Canal du Nivernais, one of the most scenic in France, prior to a grand downstream finale back to Vermenton.

With the exception of the commercial locks on the Seine and northern Yonne Rivers, all the locks require a member of the crew to jump ashore or climb a ladder, tie up the boat and help the lockmaster open and secure the gates. Locking through with other vessels or accompanying a *peniche* (commercial barge) greatly reduces the workload. Also plan to tradeoff boat operating responsibilities (another reason to charter a properly fendered bumper boat).

The following itinerary will provide a good basis for a three to four week canal charter holiday, or any of the sections may be enjoyed in 7 to 10 day segments. The key is to go slowly and savor the best in French wines, cuisine and scenery.

The tunnels and aqueduct crossing near Baye are amazing engineering feats. If your boat doesn't have a spotlight or adequate deck lighting for the tunnels, the best bet is to turn on all the interior lights so that the moss-covered tunnel walls are illuminated. You emerge from the tunnels into a dense fern-covered glade and finally glide out from

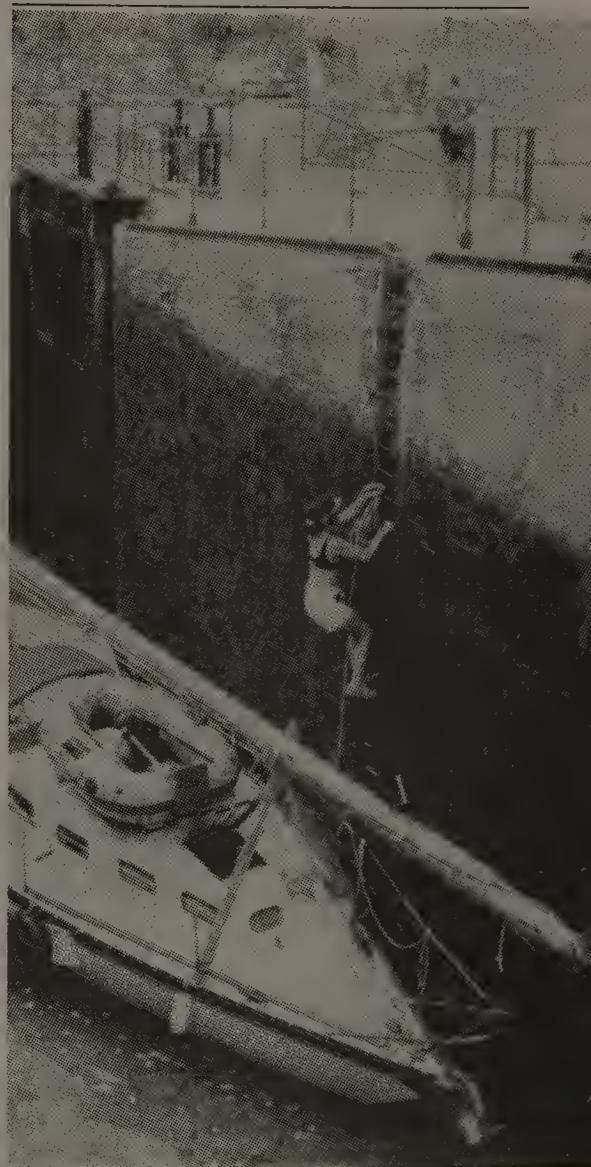


There are canals all over Europe, but the ones of central France are among the best.

the steep rock canyon into the rolling countryside. Quite an experience!

All the charter base operators are very

helpful and will recommend the best places to fuel, provision, eat and anchor. Anchoring consists of using a 5-lb mallet to drive two long steel spikes into the canal edge before running mooring lines ashore. You can tie up almost anywhere and many villages have installed floating pontoons with water and electricity to encourage visitors to stop. There were no fees assessed in 1990. And we never felt compelled to tip lockkeepers since we did our share of the work. We



Climbing locks walls is a fact of life with canal cruising.

frequently used our bicycles to peddle ahead to prepare the locks and for shopping. The canal experience was truly a highlight and a memorable vacation.

— Fay Ainsworth and Bob Peterson
Seattle / San Francisco

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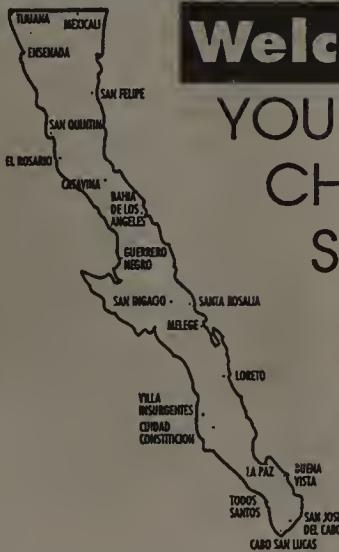
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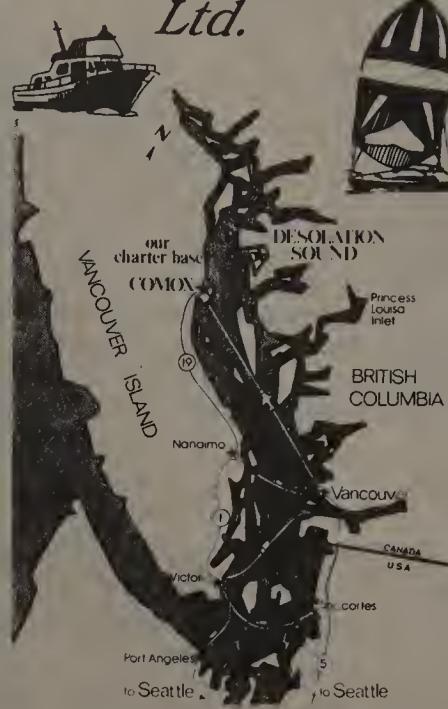
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THE RACING

With reports this month on two polite ocean races; the **Stone Cup** for grand prix boats; the biennial **Nordic Folkboat Regatta**; results of two regattas on **Clear Lake**; the **Colin Archer Race** for double-enders; the West Coast collegiate racing wrap-up; news from **Santa Cruz**; the **Cal Cup** for ULDB 70s; the **ODCA Champion of Champions**; the mostly mellow **Vallejo Race**; and an assortment of **race notes**.

Ocean Racing Round-Up

"I'd forgotten just how nice ocean racing around here can be," claimed 'retired' MORA champion Carl Schumacher, who's been crewing on *Heart of Gold* this summer. "The first three races have been absolutely delightful — they'd even have been pleasant on a little boat!"

Schumacher's newly rekindled enthusiasm for ocean racing can be attributed in part to the weather. The Duxbury Lightship Race, sponsored by Sausalito YC on April 27, and the Half Moon Bay Race, co-hosted by Island YC and Half Moon Bay YC on May

emerge. With every race so far a beat out against the flood, followed by a run home against the ebb, big boats are dominating their classes. In fact, three of the divisions are as good as sewed up: Jim and Sue Corenman's *Heart of Gold*, Dennis Robbin's *Razzmatazz* and Peter Hogg's *Aotea* have all been undefeated. Honors in the two minuscule Midget Ocean groups are still up for grabs: John Liebenberg's *Friday* and Mike Bruzzone's *Desperado* are duking it out in MORA-Lite, while Rod Phibbs' *Animal Farm* and Don and Betty Lessley's *Freewind* are leading contenders in MORA-Heavy.

DUXBURY LIGHTSHIP RACE (34.6 miles):

PHRO I — 1) *Heart of Gold*, Schumacher 50, Jim & Sue Corenman; 2) *Acey Deucy*, SC 50, Richard Leute; 3) *Spindrift V*, Express 37, Larry Wright. (6 boats)

PHRO II — 1) *Razzmatazz*, Swan 42, Dennis Robbins; 2) *Lykken*, First 405, Steen Moller; 3) *Rocinante*, Beneteau 42, Alex Malaccorto. (9 boats)

MORA I — 1) *Desperado*, Express 27, Mike Bruzzone; 2) *Assoluto*, Olson 30, Daniel Swann; 3) *Friday*, Express 27, John Liebenberg. (7 boats)

MORA II — 1) *Animal Farm*, Wylie 28, The Phibbs Phamily; 2) *Freewind*, Cal 9.2, Don Lessley; 3) *Presesoso*, Excalibur 28, Jeff Nehms. (7 boats)

SSS — 1) *Aotea*, Antrim 40 trimaran, Peter Hogg; 2) *Tinsley Light*, Santana 35, Hank Grandin; 3) *Werewolf*, Cal 29, John Hauser. (8 boats)

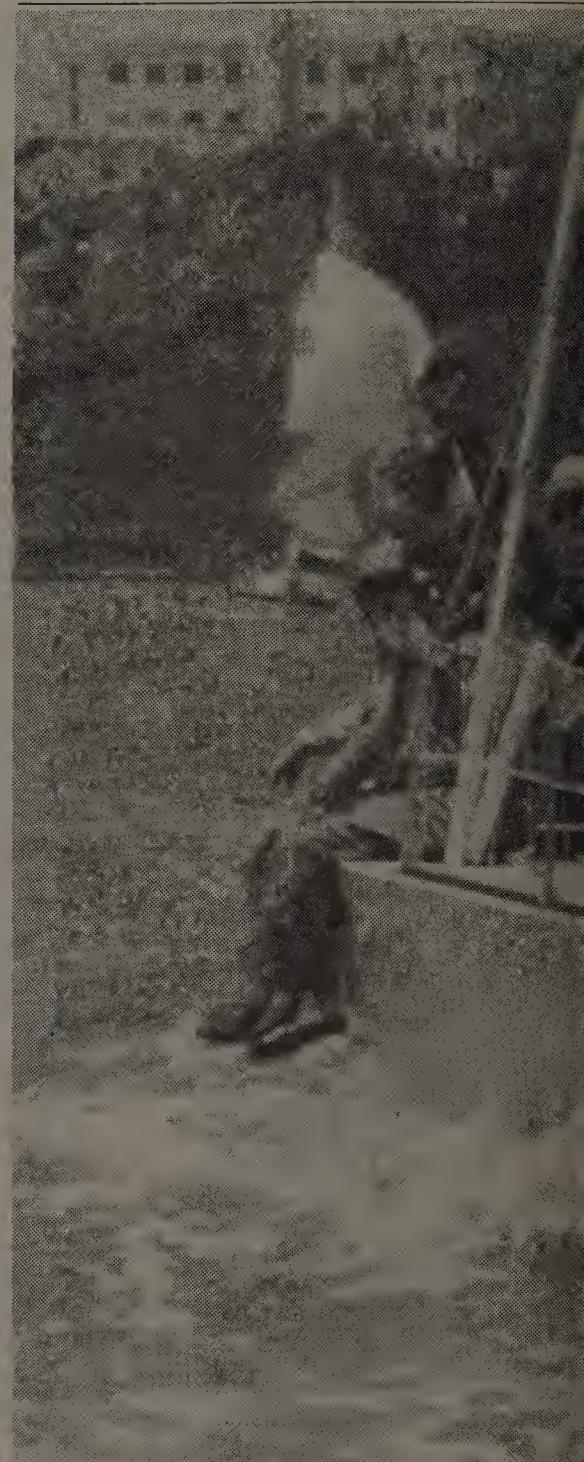
HALF MOON BAY RACE (24 & 28.6 miles):

PHRO I — 1) *Heart of Gold*, Schumacher 50, Jim & Sue Corenman, 1.5 points; 2) *Spindrift V*, Express 37, Larry Wright, 6; 3) (tie) *Clipper*, Olson 40, Howard Sachs, and *Acey Deucy*, SC 50, Richard Leute, 7. (6 boats)

PHRO II — 1) (tie) *Razzmatazz*, Swan 42, Dennis Robbins, and *Rocinante*, Beneteau 42, Alex Malaccorto, 2.75 points; 3) *Lykken*, First 405, Steen Moller, 7. (12 boats)

MORA I — 1) *Friday*, Express 27, John Liebenberg, 5 points; 2) (tie) *Desperado*, Express 27, Mike Bruzzone, and *Think Fast*, Olson 30, Albert Holt, 6.75. (8 boats)

MORA II — 1) *Freewind*, Cal 9.2, Don Lessley, 1.5 points; 2) (tie) *Mega*, Mega 30, Robert Hickey, and *Thirtyfifth Ave.*, Catalina 30, Gregory Greunke,



LATITUDE/ROB

Carl Schumacher — happy to be back out in the kinder, gentler Gulf of the Farallones.

11-12, were both very polite affairs. In fact, beating to Half Moon Bay, instead of the traditional spinnaker reach/run, has been the only curve ball thrown at the fleet thus far. "Most boats haven't had to get their #3s and 1.5 ounce spinnakers out of the bag yet," figured Carl.

With three of four races completed (the first half ends with the Farallones Race on June 8), some patterns are beginning to

5. (5 boats)

J/35 — 1) *Redline*, Fawns/Trask, 1.5 points; 2) (tie) *Silthergadee*, John Neisley, and *Uklyo*, John Williams, 7. (9 boats)

SSS — 1) *Aotea*, Antrim 40, Peter Hogg, 1.5 points; 2) *Chelonia*, Yankee 30, Ed Ruszel, 4. (3 boats)

Stone Cup

Thirty grand prix boats in two divisions — a respectable showing by today's standards — showed up for the annual Frank Stone Perpetual Trophy on May 18-19. Hosted by the St. Francis YC, the weekend regatta followed the old tried-and-true format of two races Saturday, a get-together Saturday night and a longer race on Sunday. Adding to the festivities was the Open 30



LATITUDE/RICHARD

Getting Stoned: Keith Buck's Farr 36 'Petard' won Division II on the tie-breaker.

sideshow, a concurrent regatta which attracted four of the monster dinghies.

Saturday's racing was light and weird, just like a midwinter race. Sunday, however, was a delightful day, featuring 10-20 knots of wind and a warm sun. The racing was scored under the IMS rule using observed wind data (rather than the questionable 'implied wind' method). "I was surprised at how well the system worked," admitted sailmaker Howie Marion. "I didn't hear any complaints about it this time, although some people said the rating bands were rather wide. Maybe we could have had three

classes instead of two."

Sailing consistently to win big boat honors was Scott Easom's Frers 41 *Bondi Tram*, which continues to be the hottest IMS boat on the Bay. Jeff Madrigali sailed *Bondi* on Saturday (Scott was at his sister's wedding); Easom stepped in Sunday to finish off the series. Meanwhile, Keith Buck sailed his Farr 36 *Petard* to victory in the small boat class, winning the tie-breaker (total corrected time) with *Surefire* by 80 seconds. "Crew work, particularly in the corners, made the difference," claimed Buck, who's been trying to win the Stone Cup for 7 or 8 years now. *Petard*'s crew included tactician Wayne Kipp, Mark Schieble, Andy Newell, Anne Lippi, Karen Langiotti, Tom

Doherty and Sean McCrew.

The Open 30 Show, while always exciting to watch, was something of a disappointment: only half of the expected boats showed, and after *Albatross* withdrew (they turtled in front of the St. Francis Men's Grill and broke a lot of gear), the racing was down to three boats. Billy Ziegler's *Chattanooga Chew/Redwood Snuff Racing*, with sailmaker Ken Read driving, won the fleet-format racing, which was used for the first time instead of a winner-take-all final race format. They were followed closely by Russ Silvestri's *VooDoo* (ex-*Hexcel*), which seems overdue for a major victory.

Apparently no real money was riding on the 30 racing this time. The official line is that each owner put up \$100 and each crew member tossed in \$50, and that the winner would squander the spoils on a party afterwards. "There might have been a little friendly side wagering also," hinted one of the players.

Prize money or not, the 30 class seems to be struggling to stay afloat. Apparently, the owners are discussing yet another name change, and they've decided to allow 3 trapezes per boat in the next regatta (mid-July in San Francisco). *Chew* will stay here on the Bay (Richmond YC is the place to see all these beasts), and the 'circuit' will now consist only of local races, possibly culminating with a class start in the Big Boat Series. "We're not dead yet," claimed Colin Case, who recently sued (unsuccessfully) the original promoters, Glenn and Toby Darden, for the prize money they didn't fork out from the regatta here last year.

DIV. I — 1) *Bondi Tram*, Frers 41, Scott Easom, 5.75 points; 2) *Current Affair*, J/35, Allen Bray/Howie Marion, 7.5; 3) *Golden Bear*, Frers 46, Rob Anderson/UC Berkeley, 14; 4) *Redline*, J/35, Bill Fawns/Don Trask, 18; 5) *Jazz*, Beneteau 40, Rod Park, 17; 6) *Bangl*, N/M 41, Max Gordon, 18; 7) *High Risk*, Smith 43, Steve Taft, 19; 8) *Leading Lady*, Peterson 40, Bob Klein, 27; 9) *Frequent Flyer*, Express 37, Ted Hall, 27; 10) *Spellbound*, Olson 40, Lou Fox/Warren Seward, 32. (17 boats)

DIV. II — 1) *Petard*, Farr 36, Keith Buck, 5.75 points; 2) *Surefire*, Frers 36, Jon & Matt Carter, 5.75; 3) *Sweet Okole*, Farr 36, Dean Treadway, 8.75; 4) *Expeditious*, Express 34, Bartz Schneider, 13; 5) *Bandido*, Farr 36, Ed Lawrence, 17; 6) *Ozone*, Olson 34, Carl Bauer, 18; 7) *Novia*, Cal 39, John Webb, 27; 8) *Gemini*, Baltic 38, David Fain, 27; 9) *Blue Max*, Dehler 34, Jim Freeland, 30; 10) *Ishtar*, Aphrodite 101, Bill Wright, 33. (13 boats)

OPEN 30 — 1) *Chattanooga Chew*, Bill Ziegler/

THE RACING

Ken Read, 7.5 points; 2) Voodoo, Russ Silvestri, 8.5; 3) Spot Sport, John MacLaurin/Kimo Worthington, 14.75; 4) Albatross, Colin Case/Tim Parsons, 24. (4 boats)

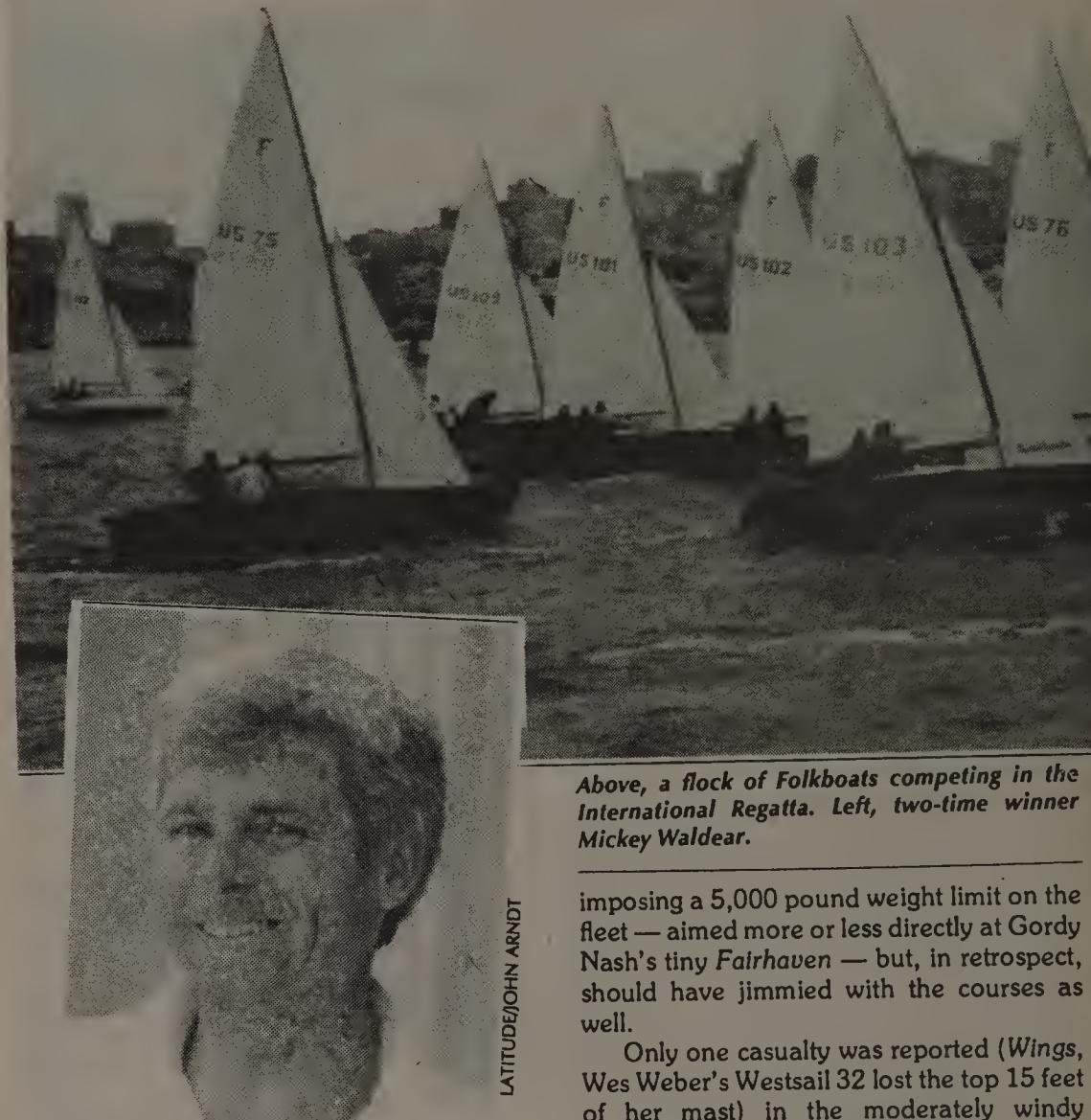
Nordic Folkboat Regatta

The eighth biennial San Francisco International Regatta for Nordic Folkboats was sailed on Monday, April 29 through Saturday, May 4. Twenty-four boats came out for the week-long six-race (one throw-out) event hosted by the St. Francis YC. European entrants included crews from Denmark, Finland, Sweden and Germany. Most foreign skippers and crew were housed by members of the San Francisco Bay Folkboat Association, an informal reciprocal arrangement often enjoyed by American crews when they sail in European Folkboat events. Many lasting friendships have begun this way.

Although the competition felt stiff, Mickey Waldear of Alameda won with ease — no surprise, since he also won the previous International Regatta held here two years ago. Four different people — Knud Christiansen, Richard Kjelland (Mickey's Knarr partner), Joel Fong and Mickey Caldwell — crewed for Waldear aboard *Folksong*; together they ran away to a near-perfect 2,1,3,1,1,1 record. Second place went to Michael Kuke of Germany, with third place going to another local sailor, Jerry Langkammerer of San Francisco. Jerry's crew aboard *Volker II*, his home-made fiberglass Folkboat, was Bren Meyer and Judy Walsh. Winds for the Cityfront series were generally moderate.

The 25-foot Nordic Folkboat (not to be confused with the 26-foot, non-lapstrake hulled International Folkboat) remains the largest three-person keel boat class in the world with around 6,000 boats in Scandinavia and Germany. Its 50th anniversary as a class will be celebrated in Sweden next year. San Francisco has the largest fleet of Folkboats outside Europe, and the local fleet has been sponsoring the International Regatta for 16 years now. Founders of the regatta include Gordon Waldear (Mickey's dad) and Svend "Mr. Folkboat" Svendsen, who remains a driving force and top sailor in the fleet.

Wooden Folkboats were first imported to San Francisco Bay in 1956, and many of our local boats are of the '60s vintage. The European sailors commented how great it was to come to the U.S. to sail our "antique Folkboats". Fiberglass Folkboats are now popular in Europe (as they are here), but some German sailors are actually switching



Above, a flock of Folkboats competing in the International Regatta. Left, two-time winner Mickey Waldear.

back to the wooden version. The aesthetic appeal of a wooden Folkboat is pretty hard to resist.

— david boyd

1) Mickey Waldear, Alameda, 3 points; 2) Michael Kuke, Germany, 36; 3) Jerry Langkammerer, San Francisco, 47.7; 4) Tom Reed, Alameda, 48.4; 5) Herald Heitmann, Germany, 49.7; 6) David Boyd, San Francisco, 53.4; 7) Svend Svendsen, Alameda, 53.7; 8) Otto Schreler, Mill Valley, 60; 9) Bill DuMoulin, Oakland, 61.7; 10) Goran Borjesson, Sweden, 69; 11) Charles Eilerly, Portola Valley, 79.7; 12) Ed Welch, San Francisco, 80; 13) Jesper Erichsen, Denmark, 83.7; 14) Andreas Christiansen, Germany, 89; 15) Fred Andersen, Alameda, 97. (24 boats)

Colin Archer Race

Phil O'Brien's *Sagitta De Nada* won the 1991 Colin Archer Memorial Regatta overall by almost 20 minutes this year, prompting the usual grumbling about Division I boats (smaller boats which sail a shorter course) always winning this annual contest for heavy displacement double-enders. Host Encinal YC, anticipating the problem, got as far as

imposing a 5,000 pound weight limit on the fleet — aimed more or less directly at Gordy Nash's tiny *Fairhaven* — but, in retrospect, should have jimmied with the courses as well.

Only one casualty was reported (*Wings*, Wes Weber's *Westsail 32* lost the top 15 feet of her mast) in the moderately windy conditions encountered on May 11. A total of 38 boats participated in the race, and most stuck around to party after the finish at Encinal YC. *Tess*, Dave Ball's *Tumlaren 32*, was the top wooden boat, though she lost division honors to Jim Enzensperger and Robin Hobart's perennial *Archer* champ, the *Aries 32 Horizon*.

DIV. I (Outboard Rudder Under 30 Feet) — 1) *De Nada*, *Sagitta*, Phil O'Brien. (2 boats)

DIV. II (Outboard Rudder, 30-35 Feet) — 1) *Horizon*, *Aries 32*, Jim Enzensperger; 2) *Tess*, *Tumlaren 32*, Dave Ball; 3) *Criterion*, *Westsail 32*, Kevin McGrath. (10 boats)

DIV. III (Outboard Rudder Over 35 Feet) — 1) *Ruthann*, *Rafiki 37*, Jack Townsend; 2) *Raven*, *Ingrid 38*, Duane Alexander; 3) *Bauble IV*, *Ingrid*, Stephen Spalding. (7 boats)

DIV. IV (Inboard Rudder Under 35 Feet) — 1) *Helgoland*, *Flying Dutchman*, Hans Roeben/Sally Huse; 2) *Panache*, *HC 33*, Joe & Sandle Tynik; 3) *Lala*, *HC 33*, Noel Gaudinat. (3 boats)

DIV. V (Inboard Rudder 35-40 Feet) — 1) *Carolina Queen*, *HC 38*, Don Crowe; 2) *Blown Away*, *HC 38*, Charles Eddy; 3) *Charisma*, *Tayana 37*, Leslie Stone. (10 boats)



DAVE BOYD

DIV. VI (Inboard Rudder Over 40 Feet) — 1) Benjamin Walters, HC 43, Lee Stimmel; 2) Lady Guinevere, HC 43, Keith Holmes. (4 boats)

Clear Lake Box Scores

Two of the biggies on the Fresh Water Circuit were sailed on Clear Lake in April — Lakeport YC's Spring Regatta and the Konocti Bay Sailing Club's 26-mile Konocti Cup. From the skimpy accounts we received, we gather that both were mellow affairs. Next up on lake circuit is SBRA's always-fun Clear Lake Regatta on June 15-16.

LAKEPORT YC SPRING REGATTA (April 13-14):

CENTERBOARD HANDICAP: 1) John Roberts (LOA 17); 2) Rich Stebbing (Laser); 3) Charles Hudson (Snipe).

KEEL HANDICAP: 1) Brian Aldeghi (SJ 21); 2) Lee Rusconi (Merit 25); 3) Peter Nolasco (Cat. 25).

PELICAN: 1) Howard Mackey; 2) Peter & Doreen Minkwitz; 3) Carl Littlefield.

SCOW: 1) Jim Ziebell; 2) Phil Lovett.

DAY SAILER: 1) Bill Flock; 2) Len Flock; 3) Steve Flock.

MULTIHULL HANDICAP: 1) Ron Stout (Hobie 18); 2) Ken Gracey (Sol-Cat 18).

SOLING: 1) Pete Dodson; 2) Gene Magoon.

I-14: 1) Graham & Henry Skinner; 2) Gale Lockwood.

KONOCTI CUP (April 27):

DIV. I (PHRF over 200) — 1) Vincent Carter (Catalina 22); 2) John Wentworth (SJ 21); 3) Ron Hanford (Santana 20); 4) Edward Abrao (MacGregor 26); 5) Ralph Umbertis (Balboa 26). (40 boats)

DIV. II (PHRF under 200) — 1) Lee & Judy Rusconi (Merit 25); 2) John Walgamuth (B-25); 3) John Walker (J/22); 4) Mark Murray (Soling); 5) Michael Moore (Impulse 26). (14 boats)

Collegiate PCCs

UC Irvine, the number three ranked collegiate sailing team in the country, steamrolled its competition in two of the three Pacific Coast Championships last month. The Anteaters faltered only in the women's racing at Berkeley on April 27-28, where they were upset by Orange Coast College (of Costa Mesa). Had Irvine's number one ranked woman sailor not been sidelined by NCAA eligibility restrictions at that regatta, the PCCs might have been a clean sweep.

The team racing and dinghy racing, held in FJs on May 3-5 in San Diego, were both completely dominated by Irvine. The battle for second (and the right to go to the Nationals in Tulane on June 2-4) was the most interesting part of the regatta. USC blew a comfortable lead, losing to Stanford at the wire by a point. Stanford's celebration was quashed an hour later, when Orange Coast was DSQed from the last race on a technicality (switching team members between A and B classes). This moved the Cardinals (Dave Dowd/Brady Sih in 'A'; Rick Rosen and alternating crews Rebecca Bryson and Geoff McDonald in 'B') into a tie for second with USC, with each team beating the other 11 times. USC subsequently won on the second-level tie-breaker (number of bullets). "It was a real heart-breaker,"

The top teams (shown below in bold) will represent the West Coast at Lake Ponchartrain (New Orleans) in early June. The racing will be in 420s, and Brown, Navy and Old Dominion will be the teams to beat. "But we should do well back there," claimed Middleton. "Collegiate sailing in California is getting stronger and stronger."

DINGHY: 1) UC Irvine, 69 points; 2) USC, 87; 3) Stanford, 87; 4) San Diego State, 102; 5) Hawaii, 105; 6) SC San Diego, 139; 7) Berkeley, 149; 8) Cal Poly S.L.O., 152; 9) Orange Coast, 177; 10) UCLA, 188; 11) UC Santa Cruz, 195.

WOMEN'S: 1) Orange Coast, 62; 2) UC Irvine, 66; 3) Stanford, 82; 4) Berkeley, 95; 5) UC San Diego, 106; 6) Cal Poly S.L.O., 141; 7) UC Santa Barbara, 160; 8) UC Santa Cruz, 162; 9) San Diego State, 207; 10) UC Davis, 232; 11) UCLA, 253.

TEAM RACING: 1) UC Irvine, 10-0; 2) Stanford, 8-2; 3) USC, 5-5; 4) Orange Coast, 4-6; 5) Berkeley, 3-7; 6) Cal Poly S.L.O., 0-10.

Santa Cruz Scene

"On Sunday, May 19, an old friend was back in town — that nice stable afternoon westerly," writes Santa Cruz YC's Pat Eastman, who supplied the following results. Yet despite the beautiful 12-knot conditions for the first of two Buoy Races that day, Jay Bennett's Olson 30 *Kabala* lost her backstay, sending the rig over the side. "We made it



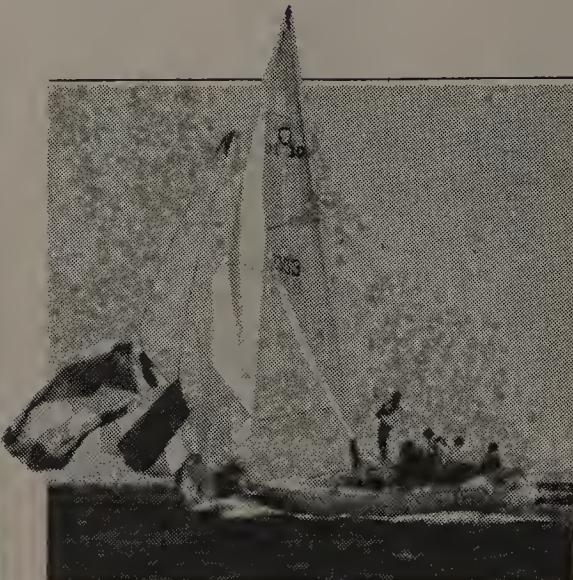
SCUZ on the water: Flying Juniors in action at the collegiate PCCs in San Diego.

confirmed Stanford coach Blake Middleton, who will switch hats soon to begin his fifth year as head sailing instructor at Encinal YC.

back to the harbor at 3.5 knots, unassisted and under a jury-rigged arrangement," said Bennett, a believer in self-reliance out on the ocean. "Anyone want to buy a cheap flag pole?"

The previous day's One Design racing

THE RACING



PAT EASTMAN

was sailed in flukier conditions. Inspired by Morgan Larson's entertaining breakfast seminar on 'Race Prep and Starting Line Strategy' that morning, most crews were out early to apply what they had learned. "Practice holding your position on the starting line," was Morgan's advice. "Sit and luff for a minute, if necessary. Figure out who's a 'shark' and who's a 'marshmallow' on the starting line."

BUOY RACE 3: 1) **Stray Cat**, Olson 30, Doug Kirk; 2) **Summertime**, Moore 24, Bobbo Larson; 3) **Bullet**, Olson 30, Mike Gross. (10 boats)

BUOY RACE 4: 1) **Stray Cat**; 2) **Summertime**; 3) **SORA**, Moore 24, Sydnie Moore. (10 boats)

SOLING: Race 1 — 1) **Mach Two**, Gil Smith. Race 2 — 1) **Yankee Lady**, Bob Pearson. (2 boats)

SC 27: Race 1 — 1) **Hanalei Express**, Rob Schuyler; 2) **Kurzwiele**, Bret Griftenstraw; 3) **Dynaflow**, Matt Dini. Race 2 — 1) **Kurzwiele**; 2) **Hanalei Express**; 3) **Duet**, Robert DeWitt. (10 boats)

J/24: Race 1 — 1) **Imagination**, Ed Healy; 2) **Running Sweet**, Darryl Louis. Race 2 — 1) **Imagination**; 2) **Running Sweet**. (4 boats)

MOORE 24: Race 1 — 1) **Mooregasm**, Dave Josselyn; 2) **Speedster**, Jim Samuels; 3) **SORA**, Sydnie Moore. Race 2 — 1) **Mooregasm**; 2) **Tonopah Low**, Jeff Weiss; 3) **Toxic Avenger**, Eric Malberg. (8 boats)

SANTANA 22: Race 1 — 1) **For Sure**, Eric Petersen; 2) **High & Dry**, Len Flock/John Field; 3) **Gypsy**, Fred Molnar. Race 2 — 1) **For Sure**; 2) **High & Dry**; 3) **Ricks Place**, Larry Comstock. (8 boats)

SC-SB Ocean Race

This year's 220-mile Santa Cruz to Santa Barbara Race, held on May 24-26, will be remembered for thick fog, no wind and lots of DNFs. Playing the outside edge of the fog line was the way to go, and it paid off handsomely for overall winners Joseph Wood and Royce Fletcher on their Ranger 33 *Aphrodite*. Nine boats, including *Mongoose* (which was a mile behind *Mirage*), quit the race out of frustration and motored

Biting the bullet: Mike Gross' Olson 30 'Bullet' writes off a kite in the recent Santa Cruz Buoy Race series.

in to Santa Barbara. Another, the Express 27 *Light'N Up*, somehow lost its rig off Morro Bay. Naturally, the wind picked up right after the race, insuring that the delivery home would be hateful. We'll have more details of the race next month.

Cal Cup

Brack Duker's SC 70 *Evolution* won the prestigious Cal Cup (aka the Santa Cruz 70 Nationals) again on Memorial Day Weekend, defeating 10 other ULDB 70s. Danny 'Exocet' Schiff drove *Evolution*, getting input from an afterguard of Duker, Tom Leweck and Bill Herrschaft. The five-race (no

1) **Evolution**, SC 70, Brack Duker/Dan Schiff, 7.25 points; 2) **Pyewacket**, SC 70, Roy Disney/Robbie Haines, 11.75; 3) **Grand Illusion**, SC 70, Ed McDowell/Bill Peterson, 19.75; 4) **Holua**, SC 70, Davis Pillsbury/Jack Halterman, 24; 5) **Taxi Dancer**, R/P 68, Mitch Rouse/Buzz Boettcher, 29; 6) **Kathmandu**, SC 70, Kirschner & Jacobi/Tom Fisher, 31; 7) **Silver Bullet**, SC 70, John DeLaura/Jeff Madrigali, 34; 8) **Blondie**, SC 70, Peter Tong/Dave Ullman, 36; 9) **Cheval**, N/M 68, Hal Ward/John Shadden, 37; 10) **Starship I**, N/M 68, Mike Holleran/same, 46; 11) **Ole**, SC 70, Antonio Elias/unknown, 57. (11 boats)

Champion of Champions

Don't kill the messenger, but the ODCA Champion of Champions Regatta is in big trouble. Two-thirds of the eligible one-design champions boycotted the May 11-12 weekend regatta, and many of the 11 skippers (out of the 30 invited) who did compete in the St. Francis YC-hosted five-race Cityfront contest were less than blown away by the caliber of the event. The obvious question is: What's gone wrong with this formerly meaningful — or at least fun — season finale?

If we knew, we'd tell you. A few skippers have sold their boats; some said the race announcements didn't go out in time; others said the time-on-time format stinks; a few claimed their PHRF ratings were bogus, or that their boat was too big, or too small and so on. As Gilda Radner used to say, "It's always something."

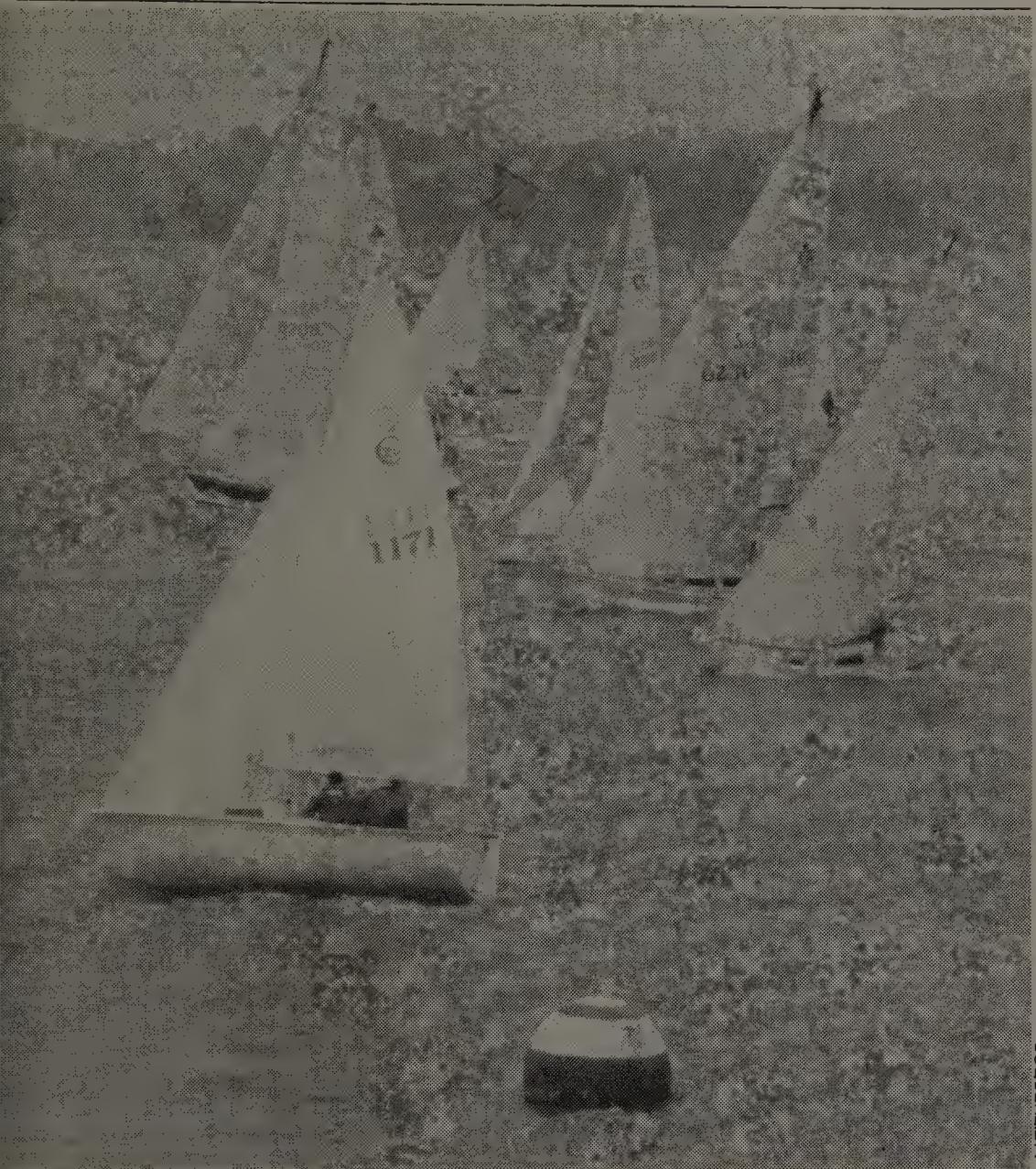
1991 Santa Cruz-Santa Barbara Race

Overall	Name	Type	Owner	Cont. Time
1	<i>Aphrodite</i>	Ranger 33	J. Wood/R. Fletcher	07:13:21
2	<i>New Wave</i>	Lighthall 30	Homer Lighthall	10:46:16
3	<i>Falcon</i>	Wilderness 40	Chuck Stanton	11:03:39
4	<i>Caprice</i>	Lapworth 50	Dave Lenschmidt	12:07:16
5	<i>Absolute 88</i>	Wylie 37	Keith MacBeth	12:31:39
6	<i>Special Edition</i>	Wilderness 30	Eric Sultan	12:47:20
7	<i>Tsunami</i>	Olson 30	Hail/Haase	13:21:34
8	<i>Redhawk</i>	Santa Cruz 40	Lou Pambianco	13:24:39
9	<i>Kabala</i>	Olson 30	Jay Bennett	13:35:23
10	<i>Tsiris</i>	Olson 29	Dan Nitake	13:38:11
11	<i>Escape</i>	Express 37	Steve Dilbeck	13:54:53
12	<i>Rollercoaster</i>	Santa Cruz 50	John Fraser	14:43:40
13	<i>Infrared</i>	Davidson 44	Craig Sharrow	15:21:35
14	<i>Mirage</i>	Santa Cruz 70	Jim Ryley	18:25:39
15	<i>Wildthing</i>	Express 27	Phil Myers	20:27:25

DNF: *Mongoose* (SC 70), *Daisy* (SC 40), *Outrageous* (Olson 40), *Passage East* (F-24), *Aicyone* (SW42), *Riita* (Santana 37), *Seascape* (Ericson 33), *Lighten Up* (Express 27), *Team Bonzi*, (Moore 24), *L'Autre-Femme* (F-43).

throwout) regatta was sailed in typical Santa Monica Bay conditions, i.e. 8-12 knots of shifty breeze. *Blondie* won the traditional Bad Poetry competition; *Maverick* was a hands-down winner for the Pando Award, bestowed annually for 'excellence in under-achievement' (see *Loose Lips*).

Anyway, getting the best of the small gathering was Bill Riley's well-sailed Olson 25 *Pearl*, which mathematically wrapped up the regatta after four of the five races. Riley, sailing under the Sausalito YC burgee with his regular crew (tactician Greg Palmer, bowman Charlie McKenzie, Carol Curtis and



LATITUDE/ROB

Chutzpah defined: port-tacking the Champion of Champions start in a Cal 20. They might have made it, but this start was a general recall.

Chuck Mellor), put together a hard-fought 3,3,2,1,7 record. "Things were a little tense on board during the last race," laughed Bill afterwards. "Because of the time-on-time system, we didn't know that we'd won the fourth race (and the series) going into the last race. We blew the start, and had a mid-fleet finish, and thought we'd given away the series."

Finishing close behind *Pearl* — and winning two of the races — was Gerry Brown's Newport 30 *Mintaka*, sailing for the Palo Alto YC. Sausalito YC's Sam Hock steered his Islander 28 *Jose Cuervo* to third place, just a quarter of a point behind *Mintaka*.

1) *Pearl*, Olson 25, Bill Riley, 8.75 points; 2) *Mintaka*, Newport 30, Gerry Brown, 10.5; 3) *Jose Cuervo*, Islander 28, Sam Hock, 10.75; 4) *Current Asset*, Islander 30, John Bowen, 12.75; 5) *Ringmaster*, Express 37, Leigh Brite, 13; 6) *Tension II*, Cal 20, John Nooteboom, 13; 7) *Ouzel*,

Thunderbird, Michael Sheats, 27; 8) *Onager*, Ranger 26, John Wales, 33; 9) *Fat Cat*, Catalina 30, 35; 10) *Zephyr*, Cal 2-27, Bruce Nesbit, 35; 11) *Cahada*, Islander Bahama 24, Dan Bjork, 35. (11 boats)

Vallejo Race

Words fail us regarding this year's Vallejo Race. Held on May 4-5, the traditional season opener was pretty much a carbon copy of preceding years: a mellow run up to Vallejo YC, a great party on Saturday night and a beat home the next day. Rather than try to capture the always-fun event in words, this year we've taken the easy way out, letting the pictures and the race results speak for themselves. Besides, everyone who reads *The Racing Sheet* was there anyway, right?

IMS I — 1) *Heart of Gold*, Schumacher 50, Jim & Sue Corenman, 2.75 points; 2) *Bondi Tram*, Frers 41, Scott Easom, 5.75; 3) *Leading Lady*, Peterson 40, Bob Klein, 8. (12 boats)

IMS II — 1) *National Blacult*, Schumacher 35, Colin Case, 8 points; 2) *Surefire*, Frers 36, Carter Bros., 9; 3) *Petard*, Farr 36, Keith Buck, 10. (14 boats)

DIV. H (0-114) — 1) *Uraa Major*, Luffe 44, Bryan Guenther, 5.75 points; 2) *My Rubber Ducky*, Hobie 33, Lee Garami, 7; 3) *X Ta C*, Olson 29, Bill Sweltzer, 7.75. (12 boats)

DIV. J (117-132) — 1) *On Tha Edga*, C&C 33, Fred Conta, 2.75 points; 2) *Wavetrain*, Olson 911S, Rick Caskey, 4.75; 3) *Glory Daya*, Pretorian 35, Andy Rothman, 8. (15 boats)

DIV. K (135-159) — 1) *Boogla Woogla*, Beneteau 35.5, Frank Tomsick, 4.75 points; 2) *Black Magic*, C&C 33, Mario Sepulveda, 5; 3) *Preparation J*, J/30, Jerry Tostensen, 10. (18 boats)

DIV. L (182-180) — 1) *High Frequency*, Wavelength 24, Roger Merle, 4 points; 2) *Kamala II*, Ranger 29, Bill Keith, 8.75; 3) *Xanadu*, Merit 25, Bill Glass, 8.75. (17 boats)

DIV. M (183-up) — 1) *Nebulina*, Cal 28, Nell Mosher, 5.75 points; 2) *Sleepar*, O'Day 27, Gary Cicero, 9; 3) *Sugarfoot*, Bear, Paul Zupan, 10. (16 boats)

EXPRESS 37 — 1) *Melanga*, Steve Chamberlin, 3.75 points; 2) *Pazzo*, Bill Ormond, 4; 3) *Frequent Flyer*, Ted Hall, 4.75. (13 boats)

ISLANDER 38 — 1) *Juggernaut*, Bill Parks, 3.75 points; 2) *Blue Streak*, Don Schumacher, 4. (4 boats)

J/35 — 1) (tie) *Current Affair*, Bray/Marlon, and *Redline*, Fawns/Trask, 4.75; 3) (tie) *Equanimity*, Randy Paul, and *Uklio*, John Williams, 8. (11 boats)

SANTANA 35 — 1) *Swall Dancer*, Jim Graham, 2.75; 2) *Wild Flower*, Art Mowry, 3.75; 3) (tie) *Cheers*, J. Hollfelder; *Excalibur*, Byron Mayo; *Flexible Flyer*, Mike Creazzi, 8. (8 boats)

OLSON 30 — 1) *White Knuckle*, Dan Benjamin, 3.75 points; 2) *Wyalwyg*, Donald Martin, 5.75; 3) *Soul Sauce*, McLeod/Ahrens, 8. (8 boats)

NEWPORT 30 — 1) *Harry*, Dick Aronoff, 7 points; 2) *Cygnets*, Nick Abitsch, 8; 3) *Topgallant*, Frank Hinman, 8.75. (11 boats)

CATALINA 30 — 1) *Mona Too*, David Halaby, 5; 2) *Outrageous*, Ken Speer, 8.75; 3) *Revision*, David Jacoby, 7. (12 boats)

BIRD — 1) *Skylark*, John Carapet, 2.75 points. (3 boats)

J/29 — 1) *Advantage II*, Pat Benedict, 4 points; 2) *Thrasher*, Steve Podell, 5.75; 3) *Smokin' J*, deWitt/Winterbottom, 8. (7 boats)

CAL 29 — 1) *20/20*, Phil Gardner, 1.5 points; 2) *Boog-A-Loo*, Nancy Rogers, 4; 3) *Serendipity*, Thomas Bruce, 7. (5 boats)

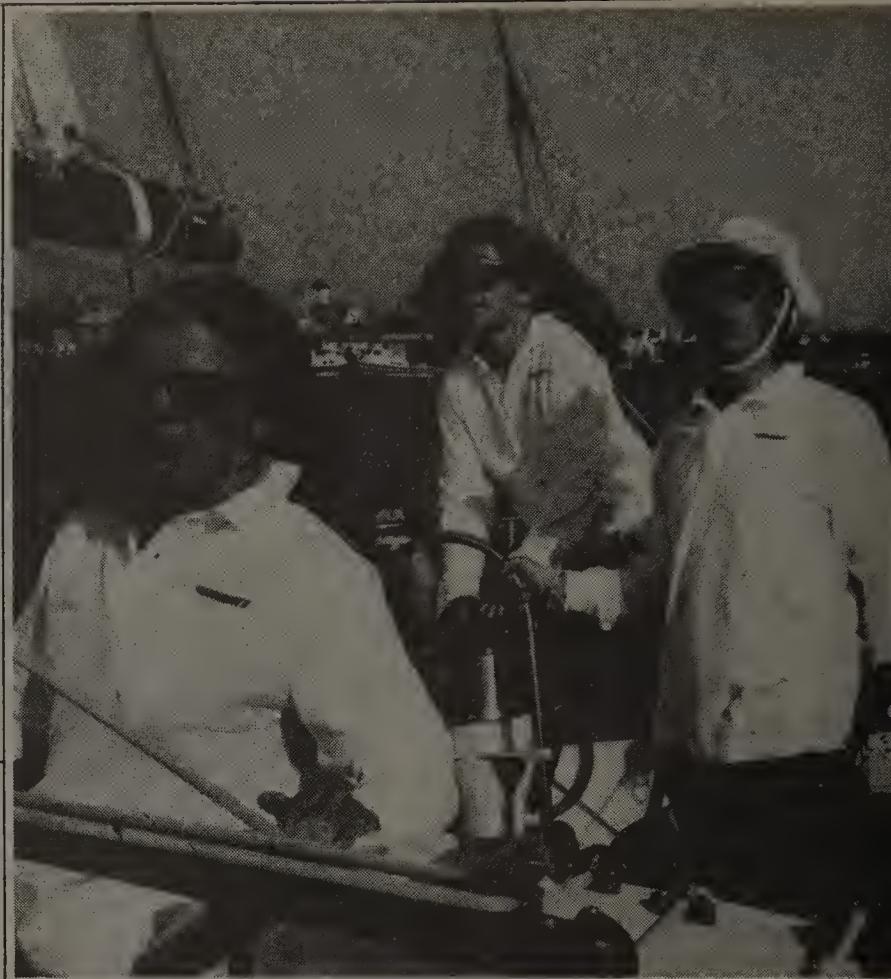
ISLANDER 28 — 1) *Challenge*, Schoen/Jones, 5 points; 2) *Zephyrus*, John Farley, 5.75; 3) *Shanghai*, Ken Jesmore, 8.75. (8 boats)

HAWKFARM — 1) *Cannonball*, Rick Schudt, 3.75 points; 2) *Nighthawk*, John Siegal, 8; 3) *El Gavilan*, Jocelyn Nash, 6.75. (7 points)

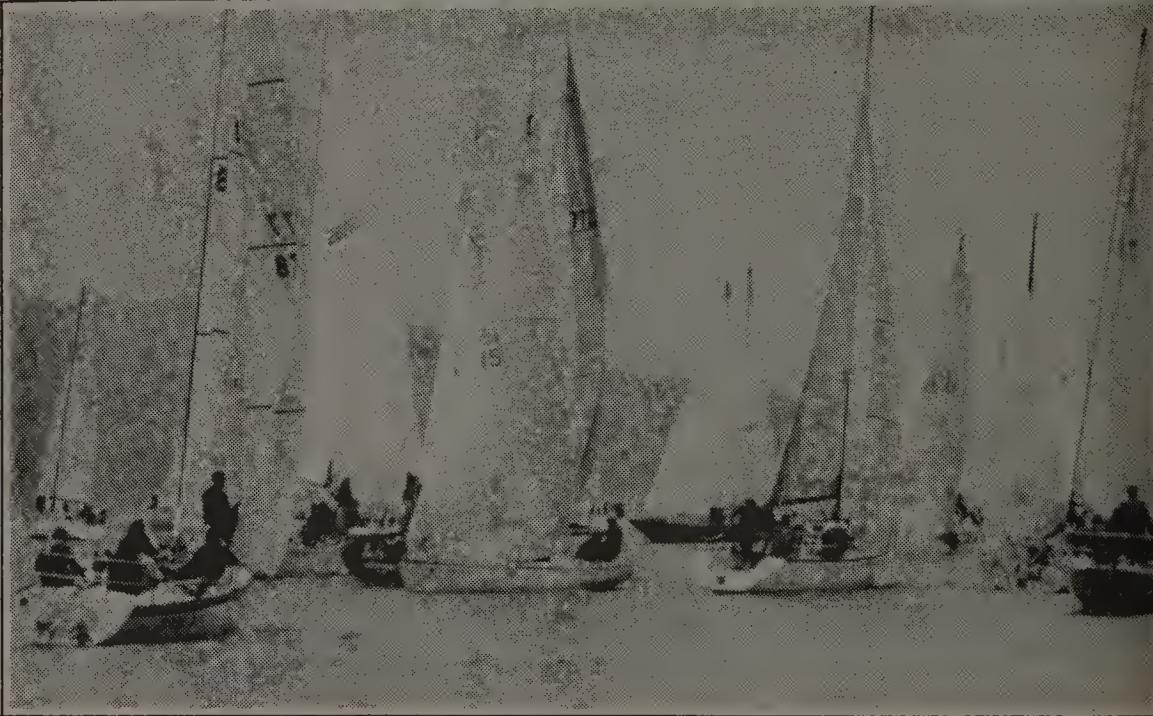
TRITON — 1) *Bolero*, Ely Gililam, 4.75 points; 2) *Captain Hooke*, Tom & Dave Newton, 5; 3) *Hulakal*, Alex Cheng, 7. (8 boats)

CAL 2-27 — 1) *Temptation*, Rollye Wiskerson, 1.5 points; 2) *Con Carino*, Gary Albright, 4; 3) *Ex-*

THE RACING



Scenes from the Vallejo Race, clockwise from above: 'Sleeper' slides past the Brothers; negotiating the Ditch, often the hardest part of the race; Bruce Springsteen on the bow of 'tramps like us'; the spinnaker parade up San Pablo Bay; pre-start mayhem; this year's race left everyone smiling. All photos by Ronna Nelson.



Indigo, Seal/Riley, 9. (11 boats)

EXPRESS 27 — 1) Preato, Todd/Shackelford, 6 points; 2) Locomotion, Amen/McRobie/Radcliffe, 8.75; 3) Moonlight, Schumacher/Franklin, 7. (11 boats)

CATALINA 27 — 1) Freyja, Ray Nelson, 3.75 points; 2) Wildcat, Ernie Dickson, 4; 3) Catalyat, Ed Durbin, 4.75. (8 boats)

THUNDERBIRD — 1) Ouzel, Mike Sheats, 2.75 points; 2) Griffin, Jim Glosli, 3.75; 3) Windjimmer, Jim Graham, 7. (6 boats)

RANGER 28 — 1) Mytoy, Dave Adams, 3.75 points; 2) Onager, John Wales, 4.75; 3) Jambalaya, Ruben Becker, 5. (8 boats)

GOLDEN GATE — 1) Kuulpo, Chris Kraft, 4. (3 boats)

OLSON 25 — 1) (tie) E-Ticket, Spooge Syndi-

cate, and Pearl, Bill Riley, 2.75 points; 3) Outbound, Bill Blosen, 6. (15 boats)

J/24 — 1) J-Walker, Perkins/Nazzal, 3.75 points; 2) Reabsolute J, Mark Stenglber, 5; 3) Just Jake, Mike Grandin, 6. (8 boats)

COLUMBIA CHALLENGER — 1) Osprey, Jim Adams, 1.5 points; 2) Libertine, Wayne Nygren, 4; 3) Shay, William Myers, 7. (5 boats)

ISLANDER BAHAMA — 1) Cahada, Dan Bjork, 1.5 points; 2) Artesian, Dave Adams, 4; 3) Bayview, Shirley Blair, 7. (5 boats)

RANGER 23 — 1) Impossible, Gary Kneeland, 1.5 points; 2) Last Chance, Roger Eldridge, 5; 3) Twisted, Don Wleneke, 8. (11 boats)

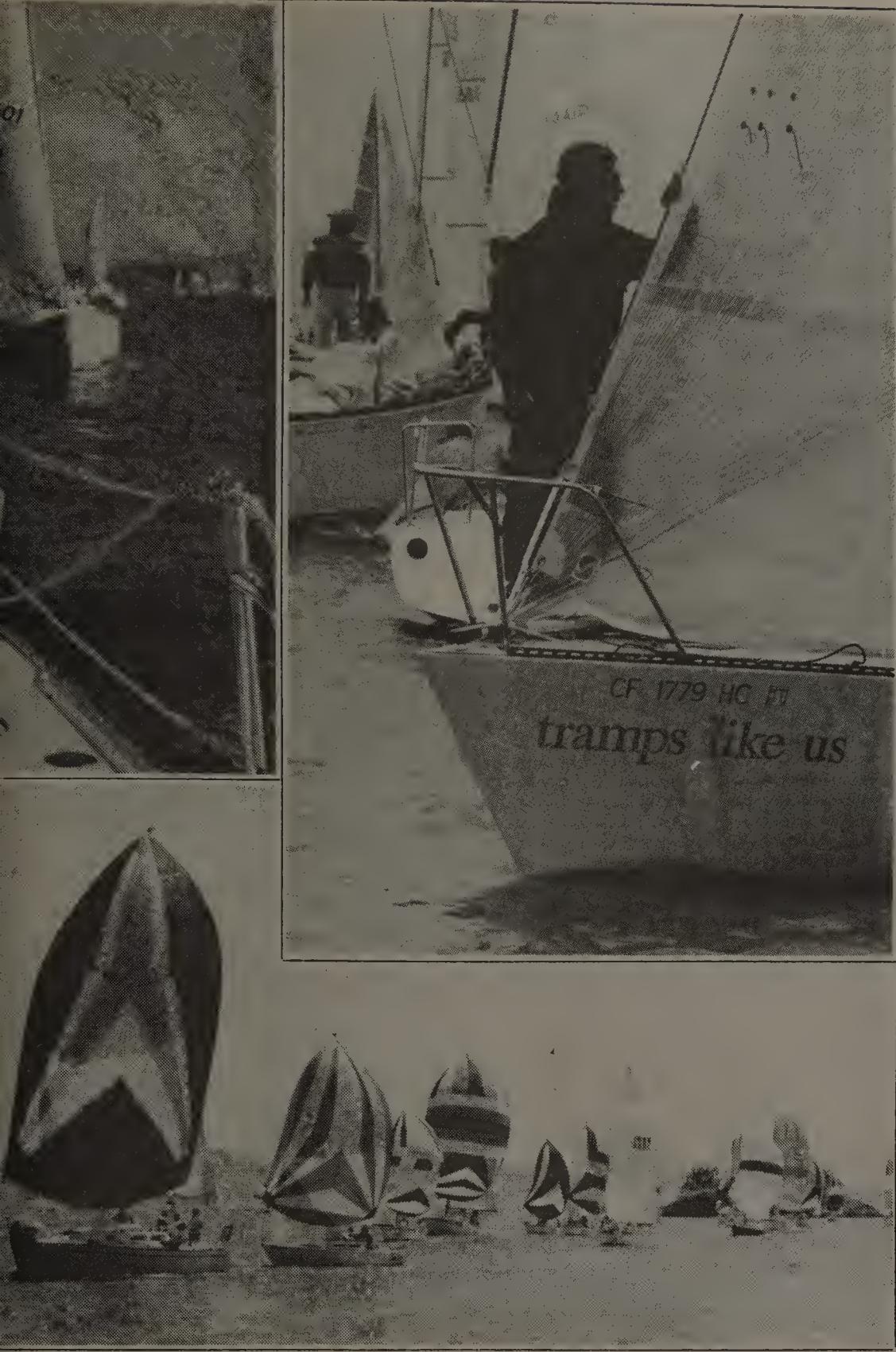
SANTANA 22 — 1) Anemone, Hank Lindemann, 2.75 points; 2) Knuckles, Lou Bouc, 8; 3) Caro, Robert Ward, 8.75. (12 boats)

ARIEL — 1) Spirit Wind, Rideout/Lutten, 2.75 points; 2) Pathfinder, Ed Ekers, 3.75; 3) Jubilee, Don Morrison, 5. (6 boats)

CAL 20 — 1) (tie) Audacious, G. Blackman, and Recluse, H. Martin, 2.75 points. (2 boats)

Race Notes

Better late than never: The U.S. Admiral's Cup team has been finalized, consisting of Vibes (Farr 40, David Clarke/ Jim Brady/Geoff Stagg), Bravura (Farr 44, Robert Towse/Steve Benjamin) and Champs (R/P 50, Mark Morita/driver to be determined). Bravura was contributed to the Admiral's Cup effort for no charter fee, with Bob Towse (owner of the Stamford, Conn. based Blue Yankee) picking up the



considerable campaign expenses. In a written statement, *Bravura* owner Irv Loube stated, "I am disappointed that I cannot sail *Bravura* in the competition, but I will be there rooting for them. It will be a new experience as an owner to see someone else sail my boat... I think that the United States team has the best chance in over 20 years to win the Admiral's Cup this year." Other observers aren't as optimistic about our chances in the 8-team competition, which may be one of the last Admiral's Cups ever if the numbers keep dropping. ("It's going the way of the SORC," claims outspoken rock-star Hiram Gunn. "The Admiral's Cup is getting too expensive, the racing's lousy and people are losing interest in it.")

Woodie watching: On May 11, San Francisco YC hosted two **Wooden Boat Racing Association** (WBRA) races on the Knox course. Two of the five woody classes (Birds and Folkboats) sat this one out. Winners in the other three classes follow: Bear — 1) *Smokey*, Steve Robertson, SFYC, 2.75 points; 2) *Chance*, Glenn Treser, AYC, 4; 3) *Circus*, Bob Jones, SCC, 4.75 (9 boats); IOD — 1) *Accounts Payable*, Richard Pearce, SFYC, 2.75 points; 2) *Bolero*, George Degnan, RYC, 3.75; 3) *Xarifa*, Paul Manning, SFYC, 6. (9 boats); Knarr — 1) (tie) *Huttetu*, George Rygg, SFYC, and *Lykken*, Bob Fisher, SFYC, 7 points; 3) *Wintersmoon*, Bryan Kemnitzer, 7.75 (21 boats).

New tricks for old dogs: someone finally figured out a use for old 12 Meter boats, namely use them for the **First Annual Coca-Cola U.S. 12 Meter Collegiate Yacht Race**. Four colleges competed in a three-race match racing series using *Heart of America* and *Stars & Stripes '86* (a trail horse for Cup winner *S&S '87*) in San Diego on May 2, with the following results: Race 1 — UC San Diego defeated San Diego State (1:21 margin); Race 2 — UC Berkeley beat Stanford (1:48); and Race 3 (the finals) — UC Berkeley destroyed UC San Diego (4:52). In each case, *Heart of America* was the victorious vessel.

Eying the Etchells: The countdown towards August's **Etchells 22 Worlds** continues, and the local fleet has now sailed 10 of the 15 races which count as qualifiers. Only the Etchells 22 PCCs (June 1-2) remain to be sailed, after which the top 13 boats (based on their best 11 of the 15 races) will be invited to the Worlds. The top 15 contenders after 10 races (without throw-outs) are currently: 1) **Craig Healy/Jim Coggan**, 37.75 points; 2) Russ Silvestri/Bill Barton, 49.25; 3) Don Jesberg, 60; 4) Hank Easom, 63; 5) Chris Perkins, 67; 6) Mike LaHorgue, 69; 7) Kers Clausen, 97; 8) Jeff Madrigali, 111.5; 9) Vito Bialla, 114; 10) John Ravizza, 116; 11) Patrick Adams, 118; 12) Ken Munro, 135; 13) Scott Easom, 140; 14) (tie) Joe McCoy and Nicholas Harlamides, 162.

As we go to press, the **International 50 Foot Association** is reconvening, this time in chilly Travemunde, Germany, on May 27-30. Thirteen 50s are expected from the following countries: Australia (*Cyclone*), Denmark (*Tuborg*), England (*Juno V*), Germany (*Container*), Holland (*Pro-Motion VII*), Italy (*Mandrake*, *Abracadabra*), Sweden (*Carat VII*) and the U.S. (*Fujimo*, *Champosa VII*, *Diane*, *Insatiable*, *Windquest*). *Capricorno*, the Briand-designed French boat that had its bow ripped off at Key West, won't make the Travemunde event — it's being repaired by Eric Goetz in Rhode Island and will re-emerge as *Corum Saphir* for the Admiral's Cup. **Jim Pugh** will be crewing aboard the R/P 50 *Fujimo* and, win or lose, promises to send us a report for next issue.

Whitbread news: ketches will be allowed to race in the maxi division of the **1993-94 Whitbread Race** (in the unlikely, but apparently rumored, event that the Offshore Racing Council bans these rigs at their November meeting). Carbon fiber spars, however, will continue to be banned (though spinnaker poles and bowsprits may be made of carbon). Fifty-five syndicates have now registered interest in the next race — 21 in

THE RACING SHEET

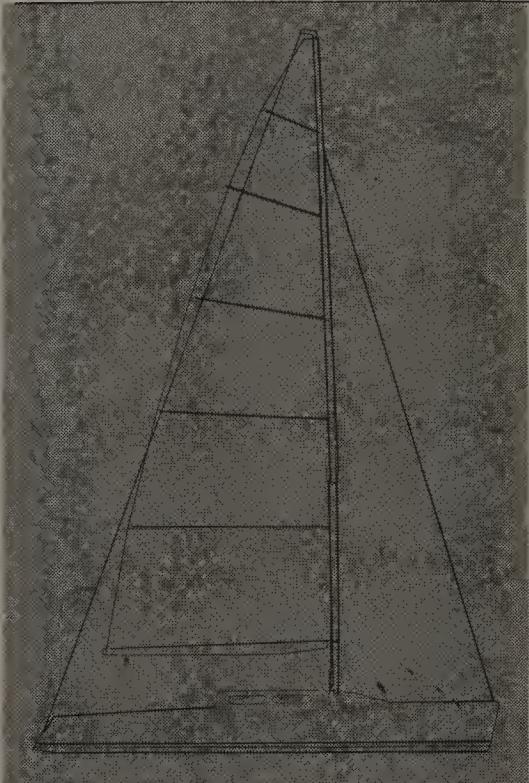
the maxi class; 26 in the new 60-foot class; and 8 undecided.

Meanwhile, down on The Farm: the **1991 West Coast Afterguard Championship**, held at Stanford on May 11, was open to any and all former collegiate sailors. "The turnout was disappointing," confessed organizer Blake Middleton. In fact, only 12 teams competed in the ten-race FJ regatta, most of them Stanford graduates. The top three teams were all Cardinal alum (or soon to be — seniors were allowed to race): 1) Brett Adams/Kathryn Haggit, 34 points; 2) Hugh Bethell/Matt Dunbar, 37; 3) Dan Buckstaff/Kathleen Buckstaff, 42. Even the fourth place finisher was connected with Stanford — Cardinal sailing coach **Blake Middleton** (University of Wisconsin) finished just out of the money with Dana Shields (Colorado College) crewing.

The House That Mickey Built, cont'd: Roy Disney's hot new SC 70 **Pyewacket** keeps racking up the victories. Four more trophies decorate Disney's mantlepiece as a result of the 125-mile **Ensenada Race**, held on April 27-28: first monohull to finish (13.5 hours after Dennis Conner's catamaran *Stars & Stripes*), first IOR-A, first IOR overall and first 70-rater. "The boat's obviously quick," said Don Jesberg, who sails on sistership *Holua* occasionally. "But I think they're winning everything because they've got the best crew — guys like Robbie Haines, Doug Rastello and Benny Mitchell." Finishing eight minutes behind *Pyewacket* was John DeLaura's SC 70 *Silver Bullet*. The rest of the fleet stacked up thusly: 3) *Evolution*; 4) *Kathmandu*; 5) *Taxi Dancer*; 6) *Blondie*; 7) *Holua*; 8) *Starship I*; 9) *Grand Illusion*; 10) *Swiftsure III*; 11) *Maverick*; and 12) *Cheetah*.

Kid stuff: the season's second **Northern California Youth Sailing Association (NCYSA) Symposium/Regatta** occurred on May 18-19 at Encinal YC. Twenty-five budding pebblestars were put through their paces by coaches Trevor Gleadhill, Forrest Fennell, Chris Sloane, Dave Shelton and NCYSA head pooh-bah **Patrick Andreasen**. Winners of Sunday's seven races were: El Toro — 1) Sean Fabre; 2) Skip McCormick; and 3) Eric Pfirrmann. Laser B — 1) Charles Hunter; 2) Annalise Moore; 3) Brent Harrill. Laser A — 1) Matt McQueen; 2) B. Myers; 3) Rebecca Harris. The next youth sailing event is the NCYSA/Full Circle Benefit Regatta (and El Toro Regionals) on July 13-14 in Tiburon. Call Patrick at 347-0259 for details.

Surf City: next month's **36th TransPac Race**, sponsored for the first time by the Kenwood Corporation, has 44 entries as of this writing. The two-tier start will see 11 of the fleet (IOR-C and IMS-B) depart from Pt.



If we were rich, we'd probably order one of these: the Reichel/Pugh-designed, Esprit-built 'E1D', a new grand prix one design racer.

Permin June 27, while the remainder (IOR-A & B and IMS-A) will head for Honolulu on June 29. Eighteen ULDB 70s are entered (if *Maverick* is still going after recently crashing into a pier), as well as a trio of IMS boats theoretically capable of first-to-finish honors (*Joss*, *Merlin*, *Ragtime*). Ten boats from Northern California are entered: *Mongoose*, *Mirage*, *Wave Runner*, *Merlin*, *Heart of Gold*, *Strider*, *Allure*, *Montgomery Street*, *Kotuku* and *Cygnets*. Look for a full preview in next month's issue.

Putting on the Ritz: 17 boats raced in Humboldt YC's Fifth Annual **Ritz Cup** on May 17. Winners of the grueling 30-mile race on Humboldt Bay were: 1) *Circle*, *Snowbird* 31, Mike & Tonya Rickman; 2) *Freerun*, Cal 29, Ed Mattson; 3) *Mischief*, Martin 242, Bruce Schumacher. Normally, we don't have room to include race results so far out of the 415 area code, but this regatta is one that makes a difference: it's a fundraiser for local non-profit organizations. This year, over \$5,000 was raised for a local hospice organization. Bay Area yacht clubs, take note!

Esprit de Corps: Esprit Racing Yachts of San Diego, in conjunction with Avion Dynamics, recently introduced the **'Esprit 1 Design'** at the Tokyo Boat Show. The boat, a 42-foot Reichel/Pugh designed high performance one design racer, will go into production in mid-summer. Two orders have already been received, and more are pending. "We're convinced the future of yachting lies in the strength of one design racing," says Marshall Krampf of Esprit. Given Esprit's track record (*Taxi Dancer*,

Sidewinder, *Pinta*, *Quintessence*, *Spot Sport*, etc.), it's a sure bet that the *E1D* will be a winner. Call (619) 544-9449 to order yours today.

Surfing with the alien: Jim Morris (former owner of the Olson 30 *Aliens Ate My Buick*) and Al Levi turned in a stellar performance at the **Audi Yachting Cup** in San Diego on May 3-5. They sailed their new *Schock 35 PsychoBetty* (the hailing port was originally going to be 'Hell'; they opted instead for Camarillo, home of one of Southern California's big nut houses) to a 1,2,1 record in the biggest class, the 24-boat *Schock 35* fleet. Winners of the other divisions were: PHRF — *Marishanna*, *Wylie* 38, 42 boats; Fab 50s — *Harmony*, *Schock* 55, 9 boats; IMS — *Gotcha*, *J/44*, 14 boats; IOR — *Quintessence*, *R/P 42*, 3 boats; *J/35* — *Cheers*, 3 boats; MORC — *Easy Go*, *N/M 25*, 16 boats.

Keeping up with Kimo: sailing with crew George Iverson of Boston, **Kimo Worthington** took second place (out of 20) at the Star boat Pre-Trails in early May at Key Biscayne, Florida. Ed Adams won the event; Mark Reynolds was third. "I still think Reynolds is the guy to beat," said Kimo, whose next Star race is the Districts in Marina del Rey on June 22-23. Worthington is currently off in Travemunde steering *Fujimo* in the 50 Regatta; while there, he'll be talking with Mark Morita about driving *Champosa VII* in the Admiral's Cup (John Kostecki apparently can't sneak out of the *America 3* camp for that event).

Match racing news: Marc Bouet of France won the **Royal Lymington Cup** in England on May 25, defeating a truly international field. Gordon Lucas (Australia) was second; David Barnes (NZ) was third; and Chris Law (UK) was fourth. A new penalty system (a subjective time penalty in stead of a 270° turn) was tried for the first time with mixed reviews.

Battery-powered addict: **Mike Plant**, America's hottest solo sailor, is already looking forward to the next **Globe Challenge Race**, slated for November of 1992. Expressing disappointment with his recent fourth place overall finish in the **BOC Challenge** with *Duracell*, Plant is already planning a new boat for his next outing. The Jamestown, RI, resident holds the record for the fastest American around the world (132 days, 20 hours in the *Globe Challenge*), and is one of only five people to have solo circumnavigated the globe three times. What drives this guy, someone asked? "I love to sail more than almost anything else," Plant responded. "I love the sea, and I love the competition. Why else would you spend all that time at sea? If you didn't love it, you'd go nuts!"

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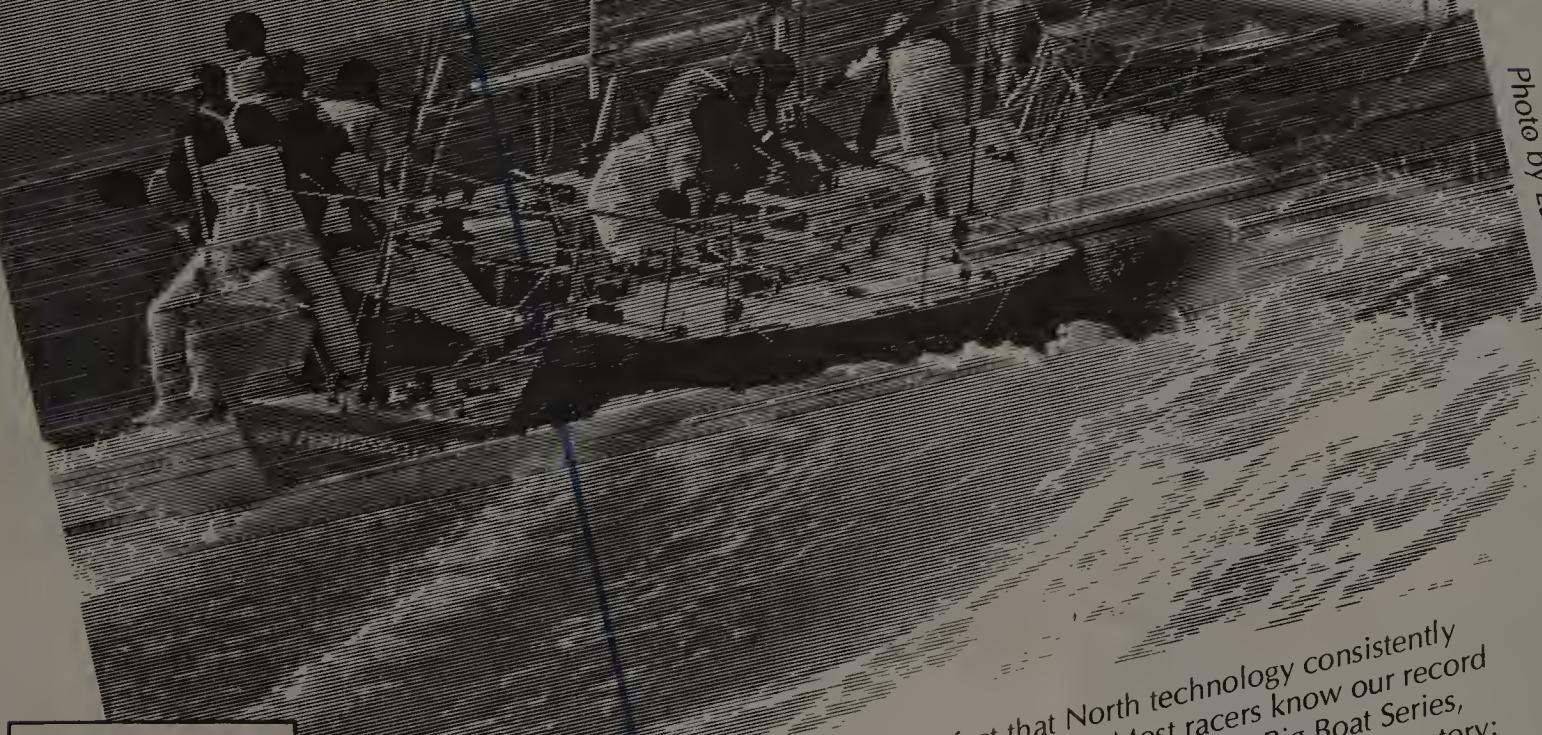


Photo by Latitude 38

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CHANGES

With reports this month from Genesis at Isla Socorro; Elm Street musing about ports around the world; Priscilla in Venezuela; Iris in French Polynesia; Nanok in Florida; Topaz on the ARC; Tavarua at the Pedro Miguel Boat Club; Crackerjack II on Newport to Lauderdale; Carol Post with an eye on Hawaii; and, Cruise Notes.

Genesis — Niagara 35

Dick Southworth & Teri Enger
Still In Mexico
(Alameda)

In September of 1989 we left Alameda to spend a year sailing in Mexico. It seems impossible, but that was 18 months ago! Not

as far south as Acapulco. In the spring we worked our way north into the Sea of Cortez. Everywhere we've been has been great. In the big towns we'd play tourist; in the small towns we'd explore, usually being on the lookout for a store or someone who would sell us produce and beer. In the secluded anchorages — where clothing is optional — we snorkeled, fished and siesta'd.

It's all been wonderful, but if I were to single out the one place as being the most fantastic, it would have to be Isla Socorro, 350 miles west of Puerto Vallarta. Actively volcanic — it last blew its top in 1951 — Socorro's only residents are the navy. As a matter of routine they inspect all boats that arrive. They were courteous, and afterwards invited us ashore to see the base and meet the commandante.

Number One Heavy, Commandante Mendoza, really helped make our stay pleasant. He invited us to shop in the navy food store and bakery, and let us fill our water tanks from the island's desalinization plant. He also organized a hike to the top of the 5,000-foot volcano for us and our friends off Bijou.

We spent the better part of three weeks exploring the various anchorages around the island, swimming and snorkeling in crystal clear water. We swam with manta rays (eight to ten foot wing spans) wishing we had an underwater camera. We watched the antics of a mother whale with her calf. We opened coconuts and devised different ways to eat them. Jean from No Ka Oe came up with a coconut curry that wasn't bad at all. Oh yeah, one more thing: the navy gave us a one week old baby lamb to be Genesis' mascot! Teri named him Boris.

We're back on the mainland, headed north for another summer in the Sea of Cortez. We just celebrated St. Patrick's Day in Melaque with 50 other boats, but that's a saga for another time. Right now we've got to take a swim in the pool at Las Hadas.

— teri & dick 5/10/91

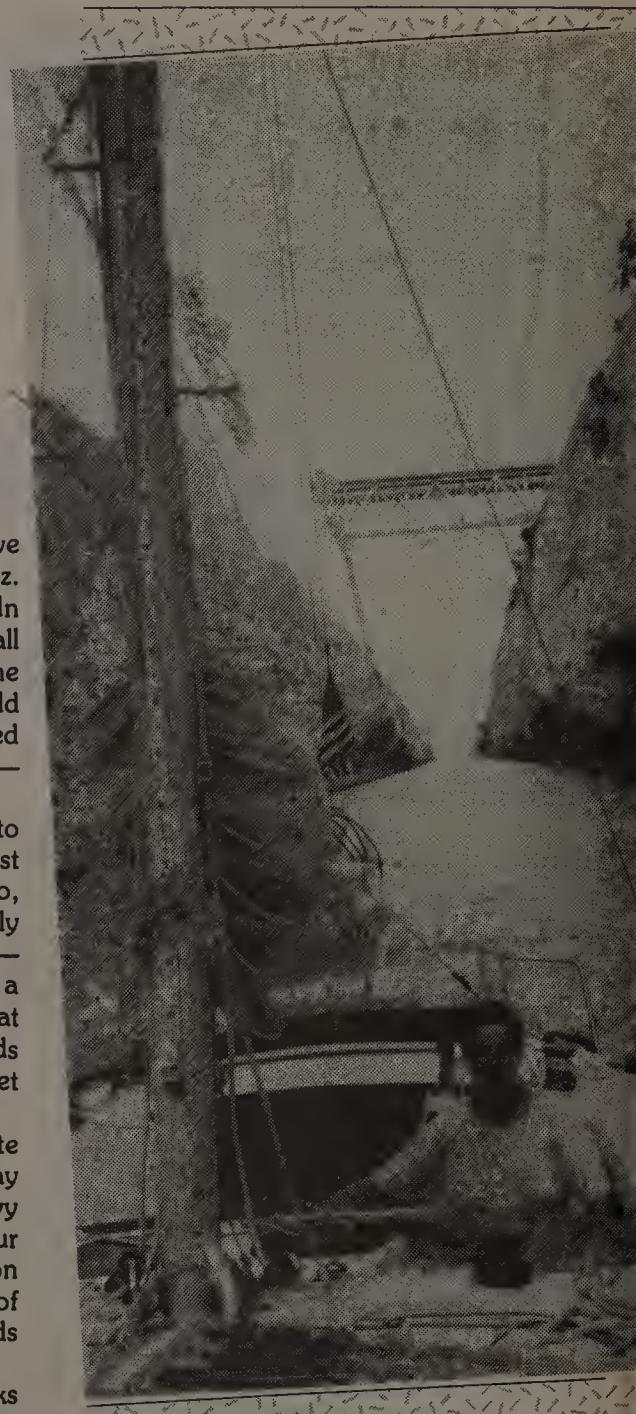
Elm Street — Brown 31 SeaRunner
Kelly & Linda O'Neill
Caracas, Venezuela
(Northern California)
Four years ago you published a letter and

Terri Enger and Boris, the goat presented her by Commandante Mendoza of Isla Socorro.

only are we still here, we're going to stay a while longer.

Last year (1990) we sailed the mainland

COURTESY GENESIS

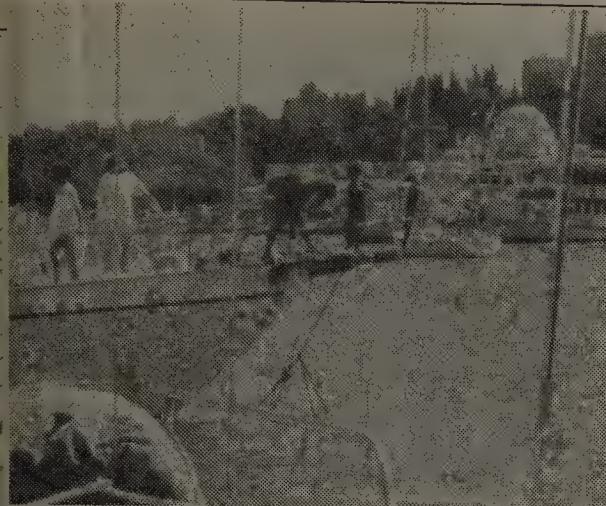


photograph of mine from Zihuatanejo as a two-page centerfold. The picture showed eight smiling cruisers, each holding a freshly-caught bonita.

Two years ago you published a letter of mine from New Zealand and our picture from Bali Hai, Moorea. Two more years have passed and we are now in Venezuela and will soon be underway for the San Blas Islands and the Panama Canal. From Central America we'll make a long arc around the Pacific High to fetch San Francisco.

Our friends and fellow cruisers from San Francisco and Tacoma, Fay Ainsworth and Bob Peterson on Topaz, are doing some rigging repairs in Colon, Panama. We hope to catch up with them for the Canal transit and some company on the final leg home. It will soon be a circumnavigation for both boats.

Recapping a six year sailing adventure in a few paragraphs is beyond me, so I'll settle for an 'executive summary' and a list of the places we would revisit on a second time



Clockwise from left: Linda O'Neill navigates 'Elm Street' through Greece's Corinth Canal; five fouled anchors at Rhodes; carpet shopping and tea drinking near Ephesus, Turkey; Kelly O'Neill at Navpaktos Harbor, Greece; and, 'Elm Street' at Kekova Roads, Turkey.



COURTESY ELM STREET



around. It all began in October of 1985 when we set sail from San Francisco aboard *Elm Street*, our Brown 31-foot SeaRunner tri, in search of the sun.

San Diego: A marine police state. Packed. The last good place to provision.

Mexico: Great cruising, great food and warm weather at last!

Costa Rica: Beautiful, prosperous country. A+ birdwatching at Isla Cocos, which is a gem in the ocean. Couldn't find the buried treasure, however.

Galapagos: Arrived with a permit. Unique and fascinating.

El Nino: Got blasted by it for 2/3rds of the 22 day passage to the mystical French Isles.

Marquesas: Paradise with a shrinking population. No-see-ums were fierce.

Tuamotus: Fine people, fabulous diving.

Societies: Prettiest place on earth, but expensive.

American Samoa: Rough society. Excellent service from U.S. post office.

Tonga: The best sailing — flat water and 15 knots — and shelling. Poor people.

Minerva Reef: More lobsters and sharks than land. Good anchorage.

New Zealand: Lovely green land where we made lasting friends.

Fiji: Warm once again. Endless clear water anchorages. Native culture alive and well.

Solomons: Primitive and lush. Fine woodcraft.

New Guinea: Stone Age and skyscrapers! Terrific bird life.

Torres Straits (Great Northeast Channel): Next time we'll have GPS and radar.

Australia's Top End: Comfortable people, wild land, big tides.

Indonesia: Crazy paperwork, exotic, poor, strong currents.

Bali: Irrepressible, charming people. Magical land.

Singapore: Ultra-civilized model city of the future. Bargains.

Malaysia: Seafood paradise. The Orient at last!

Thailand: The best food since Mexico. Low prices.

Yemen: Marxist and bullet-scarred, but great people.

Sudan: Like a scene from Lawrence of Arabia, with camels rummaging through dumpsters. Dry.

Egypt: Baksheesh. Fun. Camelcaravans. Cairo!

Red Sea: Day sailing in crystal clear water. If your boat won't go to weather well in a breeze, you'll need a powerful engine.

Israel: Real civilization again. Clean. Movies. Historic.

Cyprus: Cruiser's mecca. Good wine and parties. Competent repair work.

Turkey: Fabulous fresh food. Dramatic coastline. Ancient ruins and carpets galore.

Greece: The Aegean is too windy and crowded. The western Greek islands are fabulous. Athens!

Sicily: Good wine. Expensive. Mafia

CHANGES

vibes.

Balearics: Sophisticated European vacation spot.

Spain: Expensive. A lesson in architecture. Good wine.

Gibraltar: Seedy. Serious traffic problems. Strong weather and currents.

Canary Islands: TransAtlantic prep spot. Good cruising.

Barbados: Relaxed. No charterers. Great rum.

Trinidad & Tobago: Overlooked. Carnival is fabulous. Industrious and handsome people.

Venezuela: Super cheap provisioning. Mananaland again.

In our estimation, the places worth sailing across an ocean to reach would include Mexico, Fiji, Australia, Thailand and Turkey.

Another 1,000 miles has slipped by since I wrote the above, as I haven't been able to find a mail box. We left Venezuela and called on Curacao, with its lovely Dutch colonial architecture, and paid a visit to the San Blas Islands. The charming and diminutive Cunas and the warm clear water made San Bias a big hit.

We are now anchored off the Panama Canal YC in Colon. Topaz left a thoughtful letter for us, advising us on how to transact the Canal business. Alas, Bob and Fay are three weeks ahead and we'll have to stay in touch via the Ham nets.

Before closing, I owe it to West Marine to publicly praise them for their consistently high standard of service they provide. When it comes to mail order and telephone catalog sales, West Marine has no peer on earth.

— kelly & linda 3/25/91

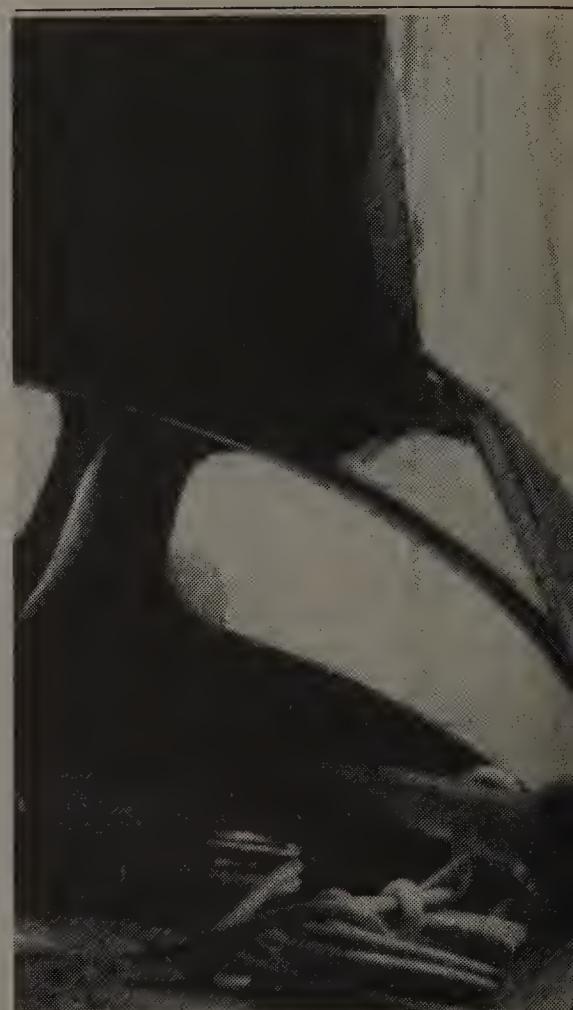
Priscilla — Freya 39

Michelle & Silvio Araujo
Puerto La Cruz, Venezuela
(San Francisco)

We are just about to leave the States after a two month visit back to the Bay Area and Florida, and return to our Freya 39 in Puerto Cruz, Venezuela. *Priscilla* has been waiting for us on the hard for five months, as we also spent three months in Brazil visiting Silvio's family. Man, did that ever erase Brazil from our itinerary for the next ten years. What a zoo!!! Prices are exorbitant and crime is raging. Perhaps if you manage to stay well to the north or south of Rio, it's okay, but we were so disappointed with our visit that we no longer want to cruise there.

California was much more pleasant, and it was great to see many old friends. It amazes me, though, how we managed to liveaboard in that weather. Geez, have we got thin blood now or what? We won't be visiting California in the winter again for some time.

Venezuela is far warmer and cheaper than either Brazil or San Francisco, so I think we'll



taxis away. Of the latter two, American Vaspucio is the older and has slightly lower dockage and haul-out fees. But it has a smaller yard, and thus there can be a long wait to get hauled out during the high season (June thru November). We're at the new Central Marine Oriente, which has some excellent facilities (fax, phone, canvas work, laundry, showers, airline tickets and friendly advice) — and great security. It presently costs us about \$300 U.S. a month to keep our Freya on the hard, which is just a little more than they charge to tie Med-style to the dock. It's really quite expensive for a country where gas sells for seven cents (U.S.) a litre, and filet mignon for less — way less — than ground chuck in the States. But we were robbed our first day on the mainland in Mochima National Park, so paying a little extra for peace of mind is worth it to us.

The city of Puerto La Cruz is a charming resort area for the Venezuelans, complete with evening fairs along the boardwalk. Many cruisers chose to provision in Isla Margarita, which is a duty free port, but we find almost everything available in Puerto La Cruz, with some of the stores even offering free delivery. From the marina it's a \$1.50 taxi ride or 20 cent by communal *puerto puesto*. The airport at Barcelona is also close, and you can be in Caracas in just 40 minutes.

If a good job comes up upon our return, we plan to stay put and work for awhile. Otherwise, we'll load up with 20-cent beers, lots of beef and head out to the islands for a bit of windsurfing and reading. We definitely

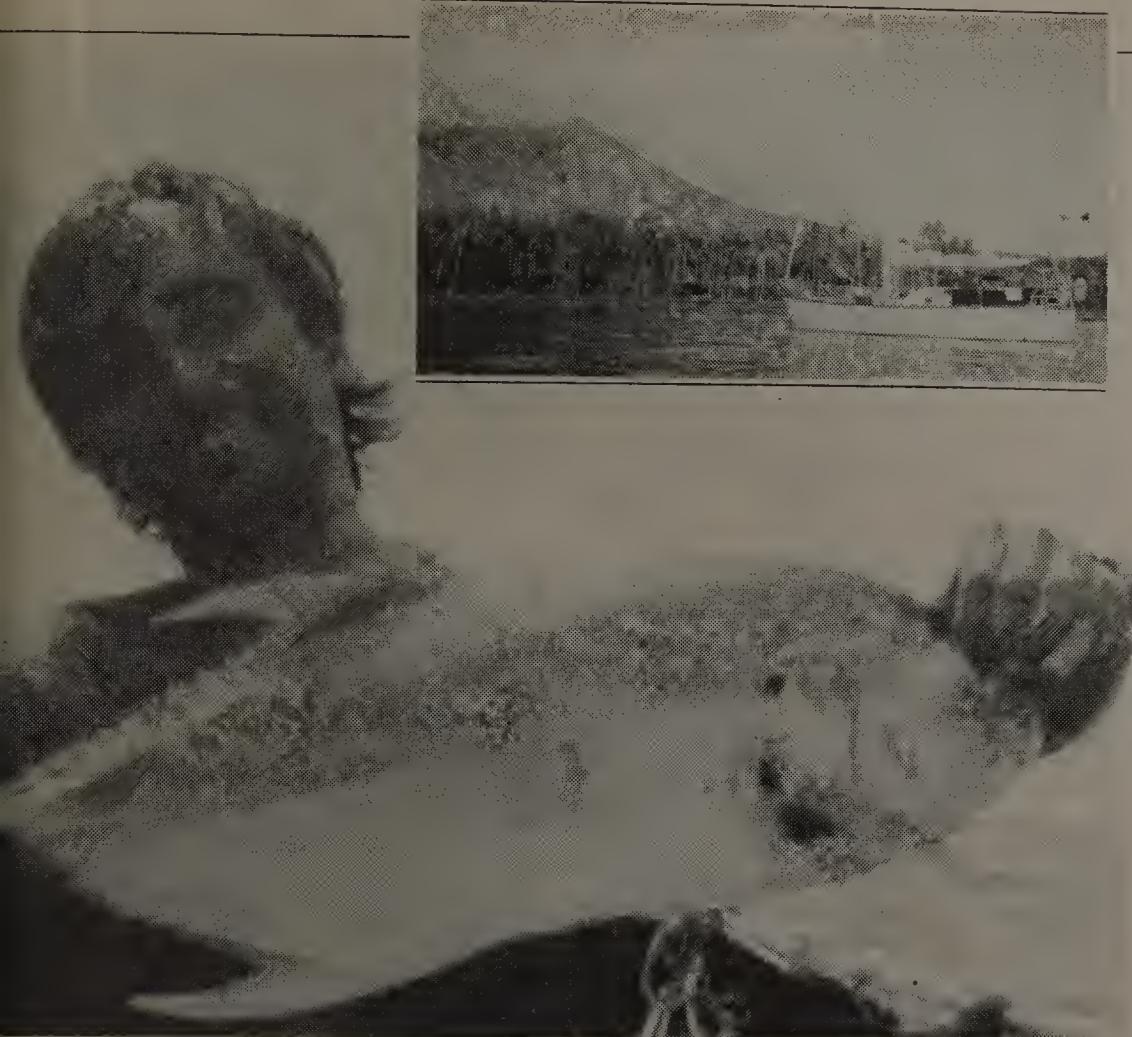


LATITUDE/RICHARD

Puerto Cruz, Venezuela. Lots of boats and boatyards, but no hurricanes.

hang around for awhile. Puerto La Cruz can boast of three marinas; an expensive one in town, and two others just a short dinghy or

We're looking forward to the Canal transit with an overnight stop at Lake Gatun. Parrots and monkeys, we're told, will wake us at dawn. After the Canal we will be off to San Francisco from either Panama or Costa Rica, with an ETA of June.



COURTESY PRISCILLA

Spread; Silvio holding the catch of the day. Inset; Peaceful Nevis has Brazil beat to hell as a cruising destination.

plan to visit Los Roques and return to Los Testigos, where the fish practically jumped into our boat. It's just a matter of time as to when we return.

— michelle & silvio 5/16/91

Iris — Columbia 29 Mk I
Hugh Freebairn
Hiva Oa, French Polynesia
(Berkeley)

I've been out cruising for eight months now, and certainly the most tumultuous thing was not seeing eye to eye with officials in French Polynesia. But that comes later.

Iris departed San Francisco last September 15 for the Channel Islands and Southern California, where we spent about a month. Having had enough of the usual Southern California Harbor Police abuse, we made a brief stop at Todos Santos and then sailed directly to Turtle Bay.

Since it was still hurricane season and *Trudy* was threatening to trash Cabo San Lucas, we spent a week in Turtle Bay waiting for a more opportune moment to head south. Our forced layover gave us the opportunity to become friends with the New Brunswick family of four aboard *Patience*. We ended up buddy-boating with them all the way to Isla Isabella, which is just north of Puerto Vallarta.

Up until that time, Isla Isabella had certainly been my favorite stop. The snorkeling was nice, the birds were fearless

and the fishermen very friendly. I said goodbye to my first crewmember in Puerto Vallarta, where my parents joined me for the great harbor-hopping down to Manzanillo. Actually, we never did make it to Manzanillo (except by bus), because we stopped at Barra de Navidad. 'Barra' was founded in the 1500s as a shipyard for the Manila galleons, but today is a sleepy village with a few budget-minded tourists. *Charlie's Charts* show the entrance to the lagoon at Barra as being for dinghies only, but after talking with the locals and picking a calm day, we found the entrance very easy with six feet of water over the bar. Drawing just four feet, we sounded ourselves all the way up to the Sands Hotels, where we Med-tied for three months at \$1/day. The hotel has a swimming pool, outdoor showers and lovely landscaping. With the boat secure in the lagoon, I had time to make many good Mexican friends and travel to the states of Michoacan and Jalisco.

Having enjoyed myself so much, it was with considerable reluctance that my friend John and I departed Barra for Hiva Oa, Marquesas on April 10. We had a 23.5-day passage, and I'm now in Atuona watching an army of Marquesan kids piling into my Avon. It all sounds like a typical cruising adventure, and probably would have been except for one small detail: I'd brought 500 pairs of prescription eyeglasses along with me to give to the locals. The glasses had been collected by the Lions Club back in the States.

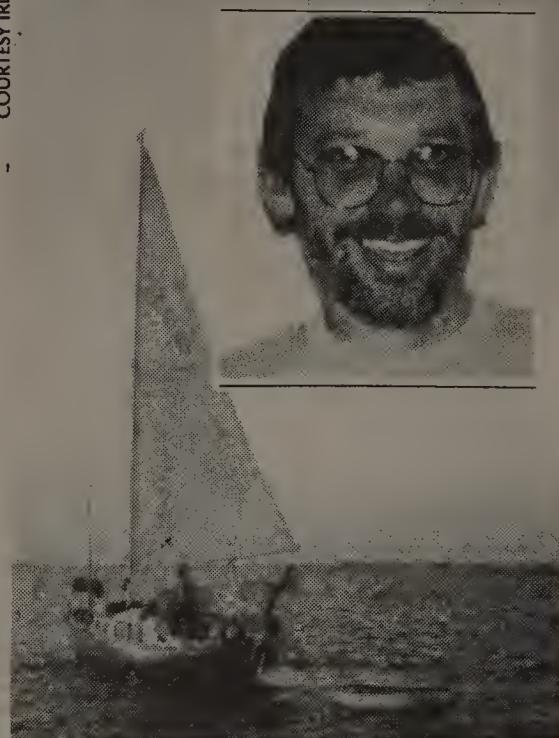
Being an optometrist by training, I had no problem determining which glasses each of

the people needed. Well, one thing led to another and pretty soon the whole island knew I was passing out free glasses. I really had no idea how my small gesture of goodwill would turn into an avalanche of trouble. Soon a gendarme showed up, confiscated the glasses and sent them all to Papeete. There the glasses sit while officials try to decide what value to put on something that has no value. After all, these were used, donated glasses which would have been thrown in the trash by their American owners if the Lions Club had not collected them.

While they no longer had value in America, they had tremendous value for the average Marquesan. It's \$500 round-trip by plane to Papeete, plus another \$300 for the exam and glasses, and this doesn't count the hotel and food expenses while in Papeete. No wonder there was an avalanche of Marquesans looking to get the glasses. The last time eye care services were offered here was 15 myopic years ago.

So here I sit, waiting for the wheels of French bureaucracy to turn. But the people of Atuona have been very generous and helpful. Besides all the local food I could

COURTESY IRIS



'Iris', shown leaving Isla Isabella, and optometrist Hugh Freebairn.

possibly eat, I've also been given some very nice gifts and been invited to family homes for Marquesan-style dinners. The latter

CHANGES

means no silverware, but lots of goat, pig, fish, bananas, breadfruit and poi. Naturally you get covered with food when you eat in such a manner, so after the meal you take a mini-shower in the outdoor kitchen sink. We were also invited to go on a hunt for wild cows on the other side of the island. They 'hunt' all your friendly farm animals here, including pigs, goats, chickens, sheep and cows, all of which run wild.

Even though the gendarme had had the unpleasant task of confiscating the eyeglasses from us, he was very friendly and gave us permission to visit Fatu Hiva and Tahuata while we waited for an answer from French Customs. We sailed to Fatu Hiva for a couple of days, and found what we consider to be the most beautiful South Pacific paradise we've seen. The people live very simply on the island, and since they mostly trade, have little use for money. The water in Hanavave Bay is crystal clear and our Marquesan friend who sailed over with us caught some small fish and made *poisson cru* (raw fish) for dinner. The only things to disturb this apparent paradise were a tractor, two motorbikes and the very first telephone booth. We were there the day they installed the phone booth and I tried to instigate a revolution to destroy it. Alas, the locals were much too happy to finally have a phone and wouldn't back the revolution. They did, however, give me some Marquesan beer, which varies in potency between normal beer and vodka.

On the development front, jet planes are now landing tourists once or twice a week here in Hiva Oa. Just last week, however, the plane crashed, killing half of the 20 people aboard. One survivor was an English crewmember from the Europa '92 Rally who was taking some spinnakers home for repairs. Nobody can get him to get back on a jet plane. Everyone on Atuona had either a dear friend or family member who was killed in that crash.

Also bringing tourists is the Ara Nui, which is a large passenger/freighter that puts into all the islands every three weeks with 60 to 80 tourists. They even stop at Fatu Hiva for a day. What this means is that progress is attacking the Marquesas; if you want to see it virgin, you'd better do it soon.

— hugh 4/28/91

Nanok — Spray 40
Martin Aalso & Otto
California To Florida
(Moss Landing)

Despite the fact that it's a 90° steambath when it's not pouring rain, La Belle, the honey capital of Florida, is a lovely little place. We started on our way here from Monterey Bay on November 14, and had good winds all the way to Cabo, our first stop. My two crew got off at the Cape and were replaced by two young Austrian girls, Martina and Marlene, who became known as the M&Ms. Although just 21 and 22 years of age, they turned out to be conscientious crew and a lot of fun. It didn't hurt that they were great cooks and quite attractive. The latter became all the more obvious with diminishing latitudes, as they shed more and more clothes.

We kept moving along at a pretty good pace, spending Christmas anchored off Acapulco and New Years being hammered by a Tehuantepec'er, which fortunately lost most of its punch when we got 300 miles offshore. Toward the end of January we rounded Tabago, Panama, where the M&Ms got off, hoping to find a boat heading toward Australia. I was sorry to see them go, but friends flew down and we transited the Canal on January 31 with a full boat.

After the Canal, Portobello, and Isla Grande, I managed to run us aground on a San Blas Island reef at 0700 one morning. Three stout Kunas helped us get off and became our friends for the rest of our stay on the island. Then it was on to Carti Island for some serious *mola* dealing; everybody seemed to get their fill. The last San Blas stop was Nalunega, close to the airstrip at Porvenir, where my friends Ken, Kay, Lewis and Tugelise all caught the plane back to the 'real world'. Having had five people onboard for a couple of weeks, it was nice to be alone with just Otto the dog.

The Kunas were so nice that I stayed another couple of weeks and got in some snorkeling and fishing. The next leg to Isla Mujeres was my first singlehanded experience and turned out to be a lot easier than I had anticipated. The only mishap was the topmast iron getting ripped off during a squall, so the last five days were sailed with jib, mizzen and mizzen staysail.

Anchored off Isla Mujeres during a south gale in early March, Nanok started to drag her 66-lb Bruce thru the soft sand and grass bottom. Dumping the 45-lb CQR stopped that nonsense. The place hasn't changed much, except for all the sail and fishing boats abandoned on the beaches, victims of hurricane Hugo.

A broke and stranded young Canadian



got a free ride with me to Florida. That was fine, except his mommy sent him airfare home as soon as we arrived in Sarasota and before I had cleared in with Customs and Immigration. Boy, did the officials talk big fines and tear my boat apart! Eventually they let me off with a warning and writing me up for outdated flares — and then left me to straighten out the mess they'd made of my boat. Sarasota was nice, but it has a very soft bottom, so I usually had to use two anchors.

In addition to the big, fast powerboats, the IntraCoastal Waterway now has another nuisance: demon jet-skiers who create good-sized wakes when they do doughnuts. The jet-skiers do come in handy, however, when you run aground and need help kedging off. As soon as we reach Fort Meyers, we'll be in fresh water of the Okeechobee Waterway. This time I'm not going to rush it and will take the time to see everything. That's what so great about repeating a trip: you remember the places you liked and can bypass the ones that weren't so interesting. Weather permitting, by the middle of May Otto and I should have set off for the Azores. We'll keep you posted.

— martin 5/5/91



COURTESY TOPAZ

The wet and wild cruisers action at Las Palmas prior to the start of last year's ARC.

Topaz — C&C 38
Bob Peterson & Fay Ainsworth
The Med & Atlantic
(San Francisco & Seattle)

On Bastille Day, July 14 of last year, *Topaz* said a very sad *au revoir* to France at Marseille and ventured out into the Med. Adverse winds forced us to turn back two days in a row, so we finally decided to wait until the weather settled, giving us a chance to celebrate Fay's birthday in Marseille with one of the best seafood dinners in memory. The harbormaster had been so amused by our attempts to depart France (or was it by our attempts at French?) that he finally let us stay for free until the weather improved.

Then we sailed south to the famous Balearic Islands off the coast of Spain. Once the playground of Europe, most of the islands are now crammed with wall-to-wall condos and boutiques. Mahon and Ciutadella on the eastern island of Menorca have retained their Old World Spanish heritage and charm, while the western islands of Mallorca and Ibiza seemed overrun

with tourist facilities. Although crowded with anchored yachts, the tiny uninhabited Isla Espalmador, with its crystal blue water, palm trees, sulphur mud baths and *au natural* beauty was like a South Pacific jewel. In comparison, coastal Spain was a picture of fast-buck tourist development gone wild. We found the inland city of Granada and the famous Alhambra to be truly magnificent, equal to similar sites in Turkey, Greece or Egypt.

After Spain, it was interesting to see the Rock of Gibraltar — although we never really saw it on the horizon. Thick fog shrouded the approach and we motored for 20 hours, happy to avoid the miserable westerly winds, using radar to navigate through the crowded shipping lanes and maintaining a constant vigil for unmarked fishing nets. With less than a quarter-mile visibility, we managed to find the Gibraltar Customs dock at 0600 and finally located a berth in Shepard's Marina. It wasn't until noon that we awoke from much-needed sleep that the fog cleared and we could see the famous rock. From the top of it you can see from Europe to Africa as well as 36 miles of man-made fortifications.

We spent almost a month in Gibraltar, provisioning, hauling out and putting a fresh coat of anti-fouling on *Topaz*'s bottom. We had been told that Gibraltar was the place to get ready for an Atlantic crossing, but in truth the selection of marine hardware was limited and the prices were high. The staff at Shepards was courteous, helpful and knowledgeable, but if you see something you need at a chandlery in France, buy it there.

When in Gibraltar, it was easy to cross into Spain for fresh produce and canned goods. It was quite amusing to walk across the airport runway which separates the two political bastions and wave to the bored guards with fresh vegetables sprouting from our backpacks.

By early October we were ready to set sail for Madeira en route to the Canary Islands. The Portuguese island of Madeira turned out to be a green jewel which we explored by bus and foot. Small canals called *levadas* bring water from the north side of the island which gets heavy rainfall. The *levadas* run high on the steep green mountains and have paths running alongside that make them perfect for hiking.

Always in search of local cuisine representing good value, we made a reservation with the Madeira Hotel School for a gourmet lunch at the charming Quinta Magnolia, a historical garden estate that once housed the British Country Club. Call 64013 for advance reservations. During our Saturday visit we were entertained by several children's dance troupes in colorful costumes.

We could have spent weeks exploring Madeira, but Las Palmas, Gran Canaria and the Atlantic Rally for Cruisers (ARC) festivities beckoned. Las Palmas rolled out the royal welcome and three quick party-filled weeks flashed past before the boom of the starting gun and 25-knot winds heralded the start of the downwind run to the West Indies.

Despite the fast start, everyone had very slow progress across the Atlantic. One day we even took down all sail and went swimming while *Topaz* drifted on the mirror-like surface. We managed to pick up light winds most of the way, finishing the 2,700-mile passage in 25 days and 9 hours — instead of the anticipated 18 to 20 days. The 15 - 25 easterly tradewinds just didn't materialize until we were halfway across. But thanks to the weather fax and luck, we managed to cross the line before the deadline.

CHANGES

Luck was the key word as the routine passage changed from dull to disastrous at midday on December 11, our 16th day at sea. We had just taken down the mainsail and were running downwind wing-and-wing, with the gennaker on one side and the 150% genoa poled out on the other. Crack! Bam! Suddenly the boat shuddered. Had we hit a whale? All of the sudden the forestay and two sails floated off the deck, sails billowing, mast wobbling, supported only by a jackstay. Thank heavens we were sailing downwind!

It turned out the one-inch by half-inch stainless steel chainplate holding the headstay to the hull had parted. We had to jury rig a quick fix to keep the 58-foot mast from falling. Bob managed to snuff the gennaker and drop the jib, then we lassoed the roller furling drum, which was trying to bash a hole in the side of the boat. The loose forestay was like a big battering ram or pendulum swinging from the mast top, endangering the thin fiberglass hull of our boat. It was also hard to subdue. We ran two halyards forward and attached the staysail stay to support the mast. After lots of battering, we finally tied the broken forestay to the anchor windlass. Stabilized at last, we sailed into the night using only the staysail (and still making 4.5 knots) while we waited

were 24 miles away when they heard my PAN PAN on the afternoon net — naturally all this happened during SSB radio net time. Thus it was dark, the seas huge, but the winds, fortunately, were light, when they steamed alongside to transfer two five-gallon containers of diesel in a breeches buoy arrangement. We ran an extended spinnaker halyard between the two boats with control lines. Both boats were making five knots at the time and were 20 to 30 feet apart, so it was quite a sight, two pitching sailboats with lights ablaze in the midst of the black Atlantic night.

The next day we were able to refasten the headstay to the bow casting. At least the mast was now secure and we could fly the gennaker again, but we could only use the smallest headsail in light winds and the staysail when the winds piped up. The entire ARC fleet must have heard my PAN message because lots of offers for help were received. Everyone was a bit nervous, as one race entry had already lost its rudder and sunk two days earlier.

Despite our new handicap, we managed to finish two days before the deadline, 64 out of 128 boats, 10th overall on corrected time. Unfortunately, more than a third of the fleet was becalmed, low on fuel and unable

COURTESY TAVARUA



World magazine's "First Couple to Cross the Atlantic on Handicap" trophy.

Even though we arrived at midnight on December 21, more than 100 people crowded the docks, some clad in slippers and bathrobes, to give us a rousing welcome. The cheers, hugs & kisses, champagne, rum punch, fresh fruit baskets and bread were wonderful rewards for the arduous passage. Since I had been rather active in the daily radio roll call, our voices were well-known by everyone, and shouts of "Relay, relay", became the standard greeting. All in all, the ARC was great fun, with the poems, songs, fishing contests and month-long non-stop festivities. We would encourage other cruisers to participate as the comradery, planned events and reduced moorage rates on both sides of the Atlantic more than justified the entry fee.

— fay & bob 5/5/91

COURTESY TOPAZ



Bob Peterson and Fay Ainsworth with their ARC artwork at Las Palmas.

to finish within the deadline. Topaz finished third in her class of 28 boats between 35 and 40 feet in length. We also won Cruising

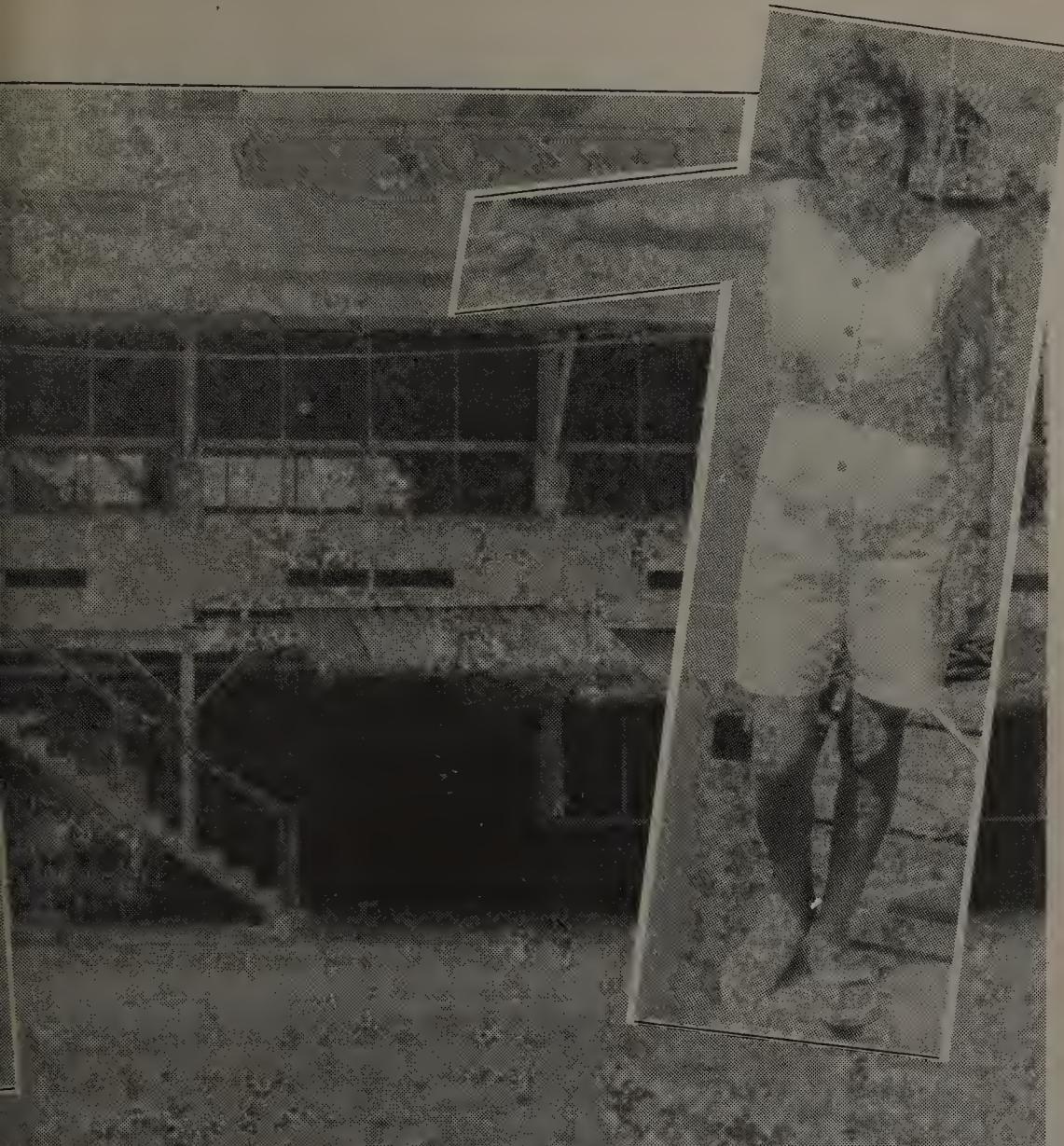
for Kirtonia, a Tayana 55, to catch up and deliver some extra diesel fuel in case we encountered adverse westerly winds or no winds, forcing us to motor.

The big diesel drop was quite exciting. It took Kirtonia eight hours to catch us, as they

Tavarua — DownEast 32

Rex & Joan Allen
Pedro Miguel Boat Club
(Vallejo)

We have found a little bit of heaven here at the Pedro Miguel Boat Club, which is located on tiny Miraflores Lakes in the shadow of the Pedro Miguel Locks of the Panama Canal. The club offers a temporary



Pedro Miguel Boat Club, "70-years-young" Joan Allen, and the view of tuggery from the boat club.

home to cruising yachts and a permanent haven for local yachtsmen.

While at Balboa, which is on the Pacific side, we made arrangements to transit the Miraflores up locks. Although we only had these two locks to go through to reach the Boat Club, we still had to have a pilot and four line handlers. We also had to pay for a complete transit, as we will be going on to Colon in just two months. When we're ready to leave here, all we have to do is phone the Canal Commission the day before our planned departure and they will schedule us with a time and pilot.

After going through the locks, it was just a mile across the lake to the Boat Club. Upon our arrival we were greeted by two young men waiting to catch our lines and tie us up.

Pedro Miguel Boat Club is homey and small, with only about 30 slips. The immaculate grounds are uncrowded and there is plenty of room to haul boats. It's an ideal place to work on your yacht — in or out of the water — partly because labor is so cheap. The average Panamanian charges \$50 for a 40-hour work week! Another reason is that there is a good assortment of

electric and hand tools and a large workshop — all available free to guests and members. The fee for a slip is 25 cents per foot a day, plus \$25 for an associate family membership.

The comfortable and old-fashioned club house is a dream come true — a real home away from home. Downstairs has hot and cold showers, rest rooms, and a washer and dryer. Upstairs is a very large room with tropical ceiling fans and large screened windows. At one end is a comfortable lounge with one wall devoted to a 'trading' library.

The dining area boasts several small tables that can be placed together for parties and pot-lucks — of which there are many. It is the kitchen, however, that delights everyone, especially those who have been at sea for a while. It is separated from the rest of the room by long counters with cupboards beneath that are loaded with pots, pans, bowls, dishes, silverware and every kind of kitchen utensil you can think of — including waffle irons, toasters and electric mixers. A large stove and several refrigerator/freezers complete the area. What a treat to shop for a week or longer with no fear of theft or spoilage (we have no refrigeration on Tavarua).

All members and guests are welcome to use the club facilities at any time. Some of

the cruising couples cook and eat all their meals in the clubhouse.

The view is also nice. We never tire of watching the parade of ships going through the canal. It's amazing how huge some of them are, especially the Toyota ships that carry 6,000 cars. Yesterday the famous *Windward Passage* limped in from the Caribbean with almost 100 feet of her mast missing. Apparently she'd lost it in a severe storm.

If you're ever in this area and want a secure place to stay or leave your yacht, we highly recommend the Pedro Miguel Boat Club. After all, who would steal a boat that was tucked in between the Miraflores Locks and the Pedro Miguel Locks of the Panama Canal?

— rex & joan 4/91

Rex & Joan — Great Changes, you guys.

We have to tell you a secret: we get a lot of mail, but none that makes us so happy as one with your return address. The two of you, together after something like 50 years of marriage, and still cruising after a seven-year circumnavigation: whatever you folks have to say, we want to hear it.

P.S. *Passage* limped into San Diego without her stick, apparently having motored all the way from Panama.

Crackerjack II — Holland 52

John Young
Newport to Lauderdale
(West Islip, New York)

I received my April issue as I finished a 4,500-mile passage from Newport Beach to Fort Lauderdale, via Panama, with a week stop at Acapulco and a 16-hour stop at Grand Cayman. This was an extension of a 2,700-mile passage last summer from Seward, Alaska to Oxnard for wintering. I've been guest skipper aboard the boat for a friend. I've got some notes that may answer some questions raised in April's *Changes*.

1. **Special fees in Acapulco.** I did indeed have to pay a \$100 'fee' at the Club de Yates for Clearance and Immigration, plus \$30 or so for tonnage. These sums, plus \$3/day guest fee for each crewmember, seemed reasonable to me, since the club manager handled all the paperwork and provided a *zarpe* on departure day. The club facilities (shower, bar, etc.) were well worth it in my estimation. If you're lucky, you'll find a mooring (the water is 50-60 feet deep). The diesel is clean (about \$1.27 U.S.) but the

CHANGES

water tastes like Listerine because you must add microdyne. There is a very helpful yachtie net on 72 at 0730.

2. **Panama.** If you can get an agent, by all means do so. We spent 2.5 days of aggravating hell, as well as \$150 in cab fares and 'donations' for 'eye care' for officials because we got things taken care of.

Yachties should get a visa in the U.S. before they leave. They're free here and our Swedish crewmember didn't have to pay, but thanks to Jimmy Carter, all we Americans getting visas down there had to pay \$3 each. Our cruising permit was \$28, the canal toll was \$140, admeasurement included.

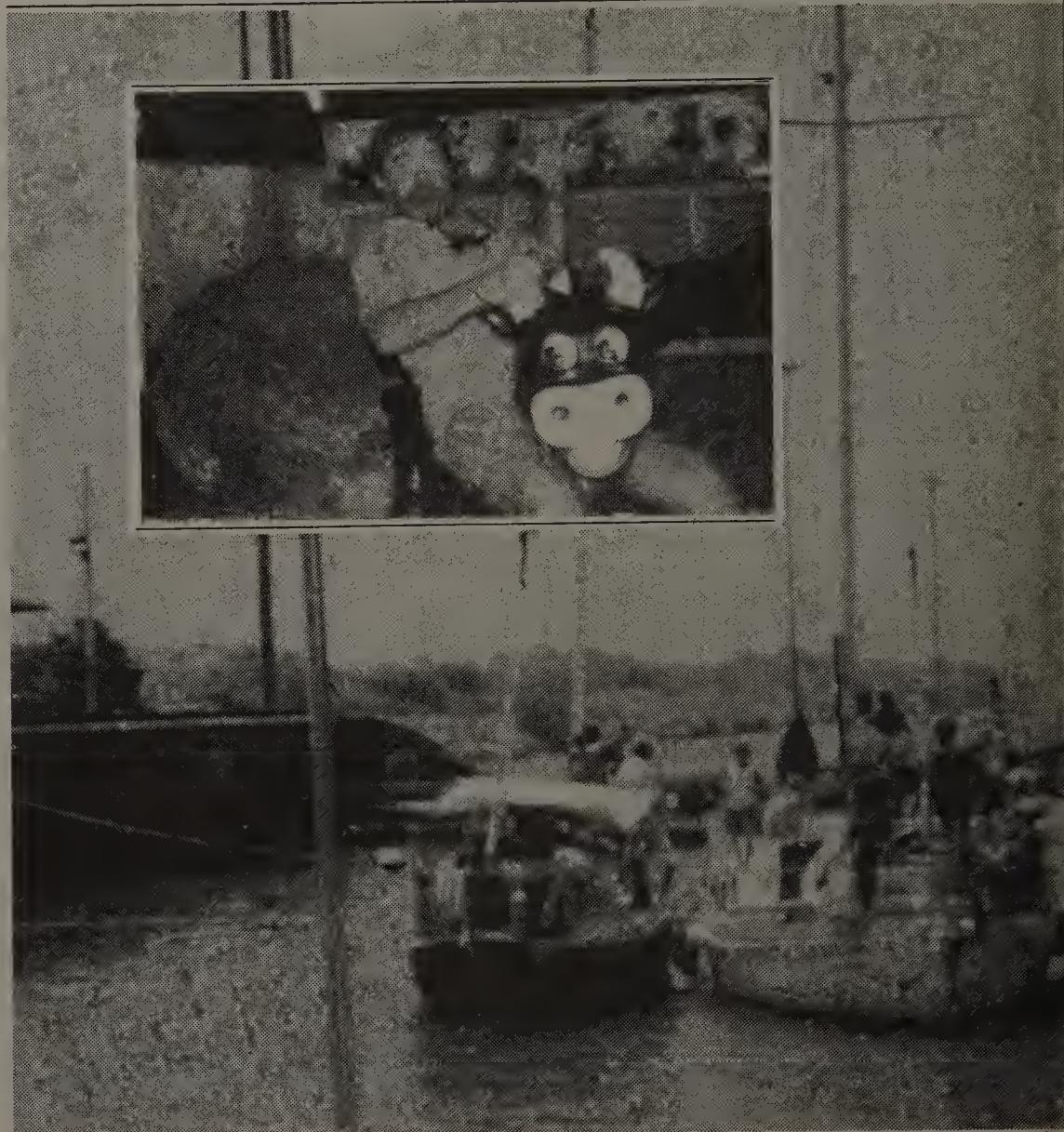
The *Canal Bulletin* calls for four docklines of 100 feet in length and at least 7/8-inch diameter. We spent \$600 for 1-inch lines, but since we were the inside boat in a three boat raft, never needed them. One outside yacht from Hawaii used half-inch lines and we almost lost the three-boat raft. Nobody checks your dock lines, but you'll want substantial diameter and length for your own safety. Be warned that some of the lock valves leak before you are secured; this is how *Flyer* was severely damaged.

The best thing about Panama is the wonderful drinking water. The night we spent on Lake Gatun was the best part of the transit. I hated to use soap for my bath because the lake water was so pristine.

The U.S. Army presence is very comforting. If you're at the Balboa YC, walk through Fort Amador (U.S. Navy) and see the battle damage. If you are retired military, by all means take your card to the commissary at Coruzel. We provisioned on quality U.S. meat, bread, eggs, etc., at bargain prices.

Cristobal is a battle zone. Leave the yacht club grounds only to do your clearance. There is a 24-hour armed sentry guarding the boats Med-tied to the quay.

3. **The Cayman Islands.** Our stop in Cayman was brief. We arrived at dark and were told to anchor in sight of the tower. We had calm conditions to come alongside the ramp the next morning, but could see where it could be a rough spot. First we were charged \$23 for a quick spray by the bugman and then had a rather routine 'drug search' by one man. Customs and Immigration conducted themselves in a professional manner. We were quite open about the guns we had onboard, and they were taken ashore for a few hours. We made



some important phone calls, topped off the diesel, had an overpriced lunch, searched in vain for ice, got our guns back, paid a \$3 fee, and left.

Incidentally, for anyone who hasn't heard, the greatest thing for cruising since the magnetic compass is GPS! We had a new Furuno 500 which we tried to fault with celestial sights — two of us have been shooting the heavens for 50 years — but we knew where the half mile error was when we found one: the horizon was hazy. Loran coverage lost accuracy well before Cabo and regained it just outside Cayman.

— John 5/15/91

Hawaiian Eye — Carol Post Waterfront Postal Center Keehi Lagoon (Honolulu)

Early in May Rick Hammill and Janette Sargent-Hamill headed back to Santa Cruz aboard their Nor'West 33, *Renaissance*. The two had left California in May of 1990 for a straight shot to the Marquesas and Tahiti before heading north to Maui and Honolulu.

David Morgan and Barbara Dressler have been enjoying Australian waters aboard *Saravah*, are now sailing to Madagascar, and

Spread; 'Hurulu' rafted up with other yachts to go through the Lake Gatun Locks. Inset; Gordon Henderson riding hard.

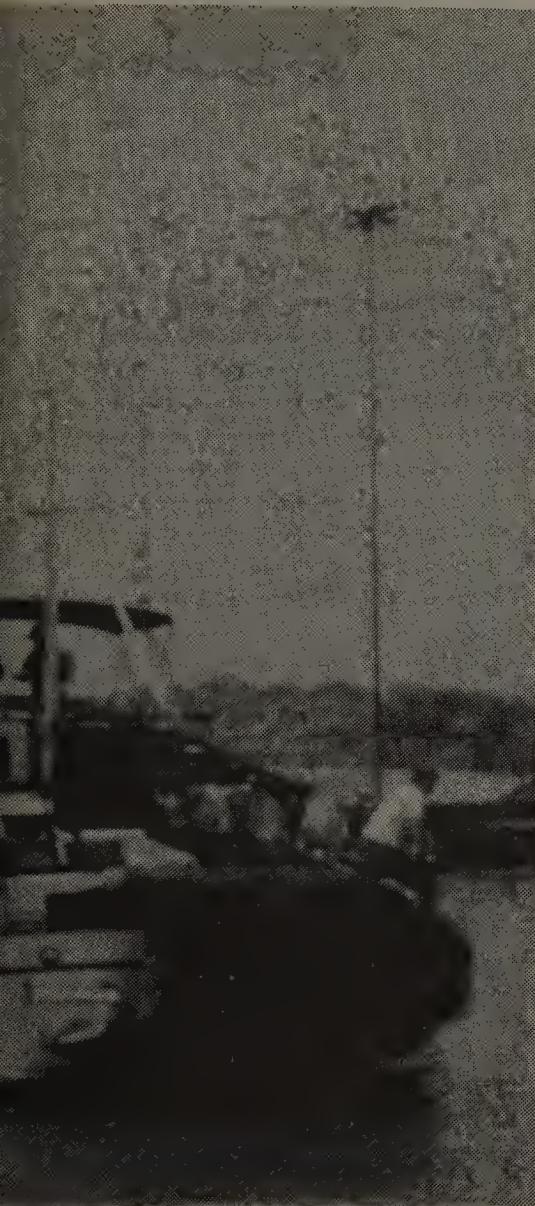
plan to spend Christmas in Capetown. Yachts joining them along the way are *Time Bandit*, a 65-foot tri from Los Angeles and *Santosha*, from South Africa.

San Franciscans Jim and Marilyn Marco aboard the Pacific Seacraft 37 *Intention* are planning on staying in Hawaii for another 18 months. The two left the Bay Area in May of 1988, spent 16 months in Mexico, another six months in French Polynesia, then came on up to Hawaii. Plans for what to do after 18 months in the islands are unclear.

Northern Californians Brent, Debbie and daughter Connie left San Francisco aboard the steel Roberts 44 *Queen Ester* in January of 1990 and sailed to Hawaii, Palmyra, Canton, America Samoa, Fiji, Vanuatu, Australia, the Solomons, the Carolines and then 56 days back to the Bay Area. After just six months in California, they sailed back to Hawaii, arriving in May. Future plans are uncertain, but the crew now includes two more: Michèle & Jenny.

Hawksrigg, a 36-foot Bruce Roberts cutter from Vancouver is now in Hawaii after a couple of years cruising the South Pacific.

CHARLES MERRILL



Phill, Sheila and son John Bergenham departed Canada in 1988 and sailed to Hawaii, Samoa, Fiji, New Caledonia, Australia, New Zealand, then back to Rarotonga, Aitutaki and wintered in Hawaii. At any rate they planned on wintering in Hawaii; they like it so much, however, they ended up staying for a whole year. They are now on their way back to British Columbia.

The new moorings are in at Keehi Lagoon and most boats are on their assigned moorings. But a lot of work remains to be done, such as moving some of the boats around so they don't bang into one another. All in all things have worked out pretty well, but then we haven't had any Hawaiian-style heavy weather yet.

— carol 5/15/91

Cruise Notes:

When we last heard from Gordon and Nancy Henderson's Islander 36 *Hurulu*, she had been rammed and damaged off the coast of Mexico during a bungled "safety inspection" by the U.S. Navy and Coast Guard. After limping into La Paz, the Hendersons filed a claim against the Navy and had Barry Pearson fly down to do the repair work. Charles Merrill, who left his

normal position as bowman on an Ultimate 30 to help sail the boat from Acapulco to Cartagena, Columbia, says the Hendersons were reasonably satisfied with the settlement, although it was a long time in coming.

The Hendersons and Merrill left Acapulco in late February and called on Puerto Madero, Puntarenas, the Gulf of Nicoya, Golfito and Balboa. After transiting the Canal, they made a straight shot to Cartagena in 3.5 days, motorsailing into very confused seas. While Cartagena rates high on places people are afraid to visit, Merrill confirms once again that the reputation is not deserved.

There was excitement all the way for *Hurulu*. Twice, once off Puerto Madero and once off Punta Mala, they were visited by small groups of killer bees. After briefly hiding below decks each time, they came up top with chemical and other weapons to carry the day. After each battle they were careful to drop the dead bees overboard, as their scent attracts still living buddies.

The excitement off Guatemala came in the form of a fishing boat that began to chase them, and continued to do so despite 180° turns and changes in speed. When the boat closed, the flares guns were brought out to defend the Islander. When the boat really got close, Henderson got on the radio to notify buddy-boats. That did the trick, and the fishing boat peeled off. While Merrill has returned to San Francisco Bay, the Hendersons hope to establish a surf camp or yacht services business somewhere in South America.

One of the biggest concerns facing cruisers is **health insurance**. Many we've talked to say it's either impossible to get or too expensive. The latest person to express such a concern was San Francisco's Jon Cain, who is hoping to find coverage for a one year cruise to the South Seas.

Richard Price, a Santa Cruz liveaboard who sells insurance and has had "a long history of medical problems", did a little investigation into the matter. Price was unable to find coverage that would satisfy the needs of long term cruisers, but did find Blue Cross coverage that would work for folks heading off for just one season — or willing to fudge with the facts.

The killer limitation is that Blue Cross only offers the coverage to California residents who remain in the country for at least six months a year — which eliminates long term cruisers. How are they going to

know if you don't tell them you're gone for longer? We don't know, but since the contract requires the insured to notify the company if there's any change in eligibility, you could end up paying for no coverage at all.

In any event, the following are some typical rates:

A 45-year old male, single, would pay \$127/month with a \$250 deductible. This would cover 70% of bills after the deductible. If you're willing to accept a \$1,000 deductible — which Price recommends — the monthly payment would be \$76 for the same coverage.

In the case of a couple in the 40 - 49 year old age group, it would be \$147/month with a \$1,000 deductible or \$245/month with a \$250 deductible.

A family — they're expensive — with any number of kids and a mom with maternity coverage would come to \$483/month.

A second policy limitation is that Blue Cross has maximum set fees for medical services. This means that if a Brazilian

COURTESY HURULU



Charles Merrill and the canal line-handler who goes by the name of Buffalo.

hospital bills out higher than Blue Cross normally pays for a specific service, you're stuck with the difference. The only good

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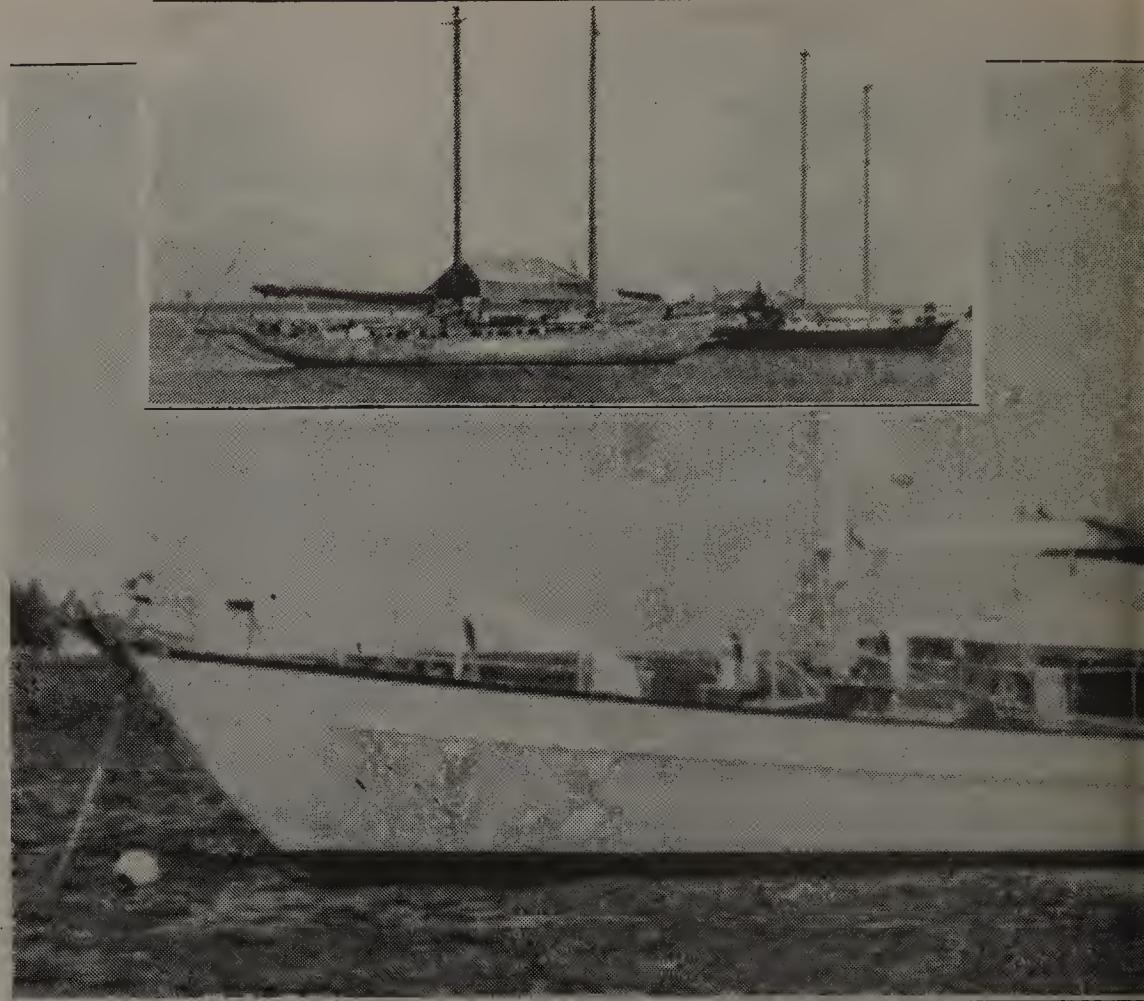
news is that the high cost of health care in the United States makes it unlikely any service will be higher in a foreign country. If you're interested in finding out more about the benefits and limitations, call Price at (408) 462-1777. If you learn anything more, we'd love to hear about it.

The underdogs win one! Most Mexico-bound cruisers have stopped in San Diego and had an opportunity to experience the extremely unforgiving — some say Nazi-like — nature of the **San Diego Harbor Police**. We're happy to announce that the little guys finally won one. It all started when Philip Phlegar was cited for not showing an anchor light when he anchored his Mariner 40 ketch near Harbor Island. Phlegar, who claimed he was innocent and the Harbor Police were just trying to harass him in an attempt to keep him from using the anchorage, decided to fight the case.

He testified in Municipal Court that he had indeed turned on an anchor light every night and flew a black anchor ball during the day. Citing Officer Rick Auld admitted he couldn't recall the specific times or dates Phlegar's boat had been in violation, nor had he made contemporaneous notes to that effect. Judge Lillian Lim didn't think much of that style of law enforcement, and found Phlegar not guilty. Interestingly enough, the anchorage Phlegar's boat had been in has since been closed. Perhaps it had been harassment.

Despite constituting a small minority of the entries, West Coast sailors have always done well in the Atlantic Rally for Cruisers (ARC) from the Canary Islands to St. Lucia (and formerly Barbados). In the most recent ARC, sailed last November and December, Bob Peterson and Fay Ainsworth of the Tacoma-based C&C 38 **Topaz** took honors for being the first couple to finish. (See their Changes elsewhere in this section.) The 25-day crossing was a noteworthy achievement, because **Topaz** was loaded down with spares and other odds and ends collected from five years of cruising east to west.

In the five years the **ARC** has been held, the event and its founder has received mixed reviews. Larry Polluck of Nevada, who won the first ARC, and Jim and Diana Jessie, who kicked butt in the third one, were both rather critical of the event. Peterson and Ainsworth however, defended both founder Jimmy Cornell and the event itself. One strong criticism lodged against the event and the new St. Lucia finish line are that they are not in the best interest of "real" cruisers. To that Peterson and Ainsworth reply that most ARC



participants aren't average cruisers: "Our contention is that most ARC participants are not average cruising folk like us. Eighty percent of our fleet consisted of short-term, sabbatical/vacation cruisers (three to 12 months) with newer boats, money to spend, and fly-in families and friends to entertain, and specific cruising agendas. With ARC entry fees ranging from \$300 to \$700 or even higher depending on the length of the boat and size of the crew, ARC participants paid to join a perceived elite group — as shown by the fact that many blue and yellow ARC pennants are still flying two months later."

So that's another side of the story.

After five years and nearly 26,000 miles, Jim Hill has said a reluctant goodbye to his **Farr 55, Spellbound**. He'd had the boat built in New Zealand in 1985 and had sailed her back to California by way of the Indian Ocean, Med, and Caribbean. "It was a fabulous phase of my life," he says, "particularly since I got to use it with my four kids. There were some headaches, but I'm sure glad I did it." The fact is, Hill would do it all over again for not the fact that his wife isn't as keen a sailor and that his kids are otherwise occupied with starting their own lives. Hill enjoyed almost everywhere he went, but he has two favorites, which are opposites: **Beautemps Beaupre**, a little island in New Caledonia where they spent 10 days snuggled in between coral reefs with nobody else around, and Yugoslavia, a country they fell for hard.

Hill's only consolation in selling his beloved sleek yacht is that she's going into

Spread; the Hoerner's 'Djinn'. Insets; 'Aafje' and owner Gary Danielson.

the hands of Hawaii's Greg Gilette, "a guy who knows what the boat is about, how to get the most out of her, and who will use her". This will be Gilette's second Farr boat. He had Honolulu's Foo Lim build him **Sweet Okole**, a Farr 36 he sailed to second in the SORC with the help of Ron Love. Gilette then went cruising through the South Pacific with an S&S 47 for three years. Hill and son Dave plan to sail **Spellbound** north to Seattle with Gilette for an introductory/shakedown sail, after which Gilette will cruise the Pacific Northwest before reaching off for his home waters of Hawaii.

It's a pretty cool trick to be able to keep business consulting jobs going while cruising, but that's apparently what Frederick and Carol Hoerner have done able to do in the South Pacific this last year. A *Latitude* staffer met up with the Hoerners and their beautiful S&S-designed, Minneford-built 62-foot **Djinn** shortly after they'd grabbed a mooring at Bora Bora's Hotel Oa Oa. It wasn't the most opportune time, as Carol had just sent Frederick and the rest of the crew ashore so she could get some of her consulting work done for Gentech.

Djinn is something of a historic boat, having been built for Henry Morgan in 1965, during which time he was the Commodore of the New York YC. The sloop served as the committee boat for the America's Cup and cruised many, many seasons from the Bay of Fundy to Grenada. Since the Hoerners



LATITUDE/JOHN ARNDT

purchased her, she's cruised more of the Caribbean, the west coast, spent a little time at her new homeport of Schoonmaker Point in Sausalito, and went as far as New Zealand on a South Pacific cruise. She and the Hoerners are now on their way home via Hawaii, and should be back in Schoonmaker by sometime in June.

If the thought of living and working on the water in French Polynesia sounds attractive to you, Gary Danielson has an offer you might not be able to resist: Buying the 60-foot staysail schooner *Aafje* and her charter business. Some folks may remember this 1922 Seattle-built classic, as she had a long west coast history and was once berthed at the St. Francis YC. Danielson, a third generation tropical dreamer, bought the schooner in the Caribbean 20 years ago and sailed her to Huahine, where he married a local girl, fathered a couple of children and has fully adopted the Polynesian lifestyle. Dreams change, even in the languid South Pacific, and Danielson has *Aafje* and the charter business up for sail at \$100,000. Danielson admits that the charter business has slowed in recent times, and that the schooner "works, but needs work". If you're interested in a test sail you'll have to fly a long way, but at least it will be in the warm direction. Contact Gary via Iles Sous Le Vent Yacht Charters, Pare, Huahine, Iles Sous Le Vent, Tahiti.

You meet the most interesting people out cruising. Tom Scott of the Peninsula, who is cruising Australia aboard *Nepenthe* for example, describes one guy he met:

"I ran into a British fellow who is

singlehanding around the Pacific like me. After we had talked a while over beers, he told me that he had played and collected marbles. That was a new one on me. I said that I thought marbles was a kid's game. "Oh no," he said, "marbles is a very serious sport," and went on to describe the levels of proficiency and how he had travelled to Hong Kong, Rio, Addis Abba, Paris and a whole bunch of other places to participate in tournaments. Collecting, however, was his real love. He has thousands of marbles: cat's eyes, clearies and solids, marbles made of wood, of jade, of steel, of carbon fiber, of fine African ivory, of whale's tooth and rhino horn. Even more exotic, he had marbles made of ostrich toe, human bone and aardvark beak. He even had a solid gold marble, a prize he's won in a tournament. He financed his huge collection from his winnings at tournaments and made even more by betting on himself to win. But then one day, he said, he lost his edge and went into a competitive decline. "Finally," he explained, "I lost all my marbles and bought a boat."

More from Scott, who writes the most observant cruising newsletter, in the July issue.

Chuck and Gigi Taylor of Alameda's Fortman Marina want all their friends to know that after 13 months in Mexico, they have now berthed their CT 41 *La Mouette* at San Diego's Kona Marina. Friends can call them at (619) 224-1354. Gigi is managing the new America's Cup Museum, complete with *Stars 'n Stripes '87* in front, at the Cruise Ship Pier for the America's Cup Organizing Committee. She even got to fly back to Mystic, Connecticut to gather information and artifacts. Chuck is doing projects on their boat as well as others. The Taylors were delighted to meet the boat's original owner, Dale Feet, who called her *Feet First*, while in Puerto Escondido, and enjoyed hearing tales of his 15,000 miles. The Taylors plan to resume cruising in late '92 or early '93.

Brickyard Cove's Roger and Kathy Franklin report they and their Annapolis 44 *Charlot* have arrived in Costa Rica after a somewhat arduous trip from Puerto Madero, Mexico. While the feared Gulf of Tehuantepec offered two days of "perfect sailing", they got nailed by "papagallos, 35 to 45 knot winds which blow down from the Caribbean in the waters off Lake Nicaragua. "These lasted a couple of days and created

really nasty seas." The Franklins list a bunch of reasons why they so far prefer Costa Rica to Mexico: "It's more tropical, cleaner, less expensive, rains once in a while and has lots of parrots and monkeys in the trees next to the anchorage. The water is also warmer, clean, turquoise and full of whales, dolphins, fish and turtles." The Franklins also put in a good word for Edinger Marine of Sausalito for doing such a good job: "All the other boats have had to turn their refrigerators off, run their engines once a day or are constantly having to lug ice back to the boat; our system, however, keeps working fine."

Beau and Annie Hudson aboard the Freya 39 *Lionwing* should be in St. Helena or Brazil now, having spent most of 1990 sailing from Australia to South Africa. One of their favorite spots was Hout Bay, which is 20 miles south of Capetown. "This is one of those places you'd like to keep just for yourself. The Hout Bay YC is much smaller than the Royal Cape Yacht Club, but they have all the desired services and the members are enthusiastically friendly and helpful to "internationals". The town of Hout Bay — they call it "The Republic Of Hout Bay" and you can get your own passport — is a combination of town-resort-bedroom community and is set in absolutely beautiful surroundings. There is a nice, clean beach to walk on, many fine restaurants and it's only 25 minutes to Capetown by a very scenic bus ride. We're just back in the water after the easiest and cheapest haul-out we've ever done. The marine railway is primarily for fishing boats and they come first, but if you give the yard some notice they're flexible. We have been very favorably impressed by the South African scenery and people. I am not going to comment on the socio-political scene except to say that despite the inter-factional wrangling going on now, there seems to be a strong spirit of optimism about the future."

In other news, Foster Goodfellow and Sally Andrew have recently visited Fanning Island, the Republic of Kiribati and the Kingdom of Tonga with their Yamaha 33 *FellowShip*. More next month. Ed Eisenberger and Sharon Grant of Fortman (Alameda) Marina report they are in Texas with their Freeport 41 *Wanderin' Star* and are headed to the East Coast of Florida. More on them next month also. And last but not least, over 40 U.S., Canadian and Mexican boats participated in the first-ever *Regata Bahia de Banderas* out of the Nuevo Vallarta Marina in late April. Yes, more details next month.

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DINGHIES, LIFERAFTS AND ROWBOATS

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COLUMBIA 22. Fresh hull paint, new 6 hp w/alt., stereo, depth/fish finder, boat & sail covers, sleeps 4, dinette, toilet, raft, VHF. All standard equipment & more. Excellent weekender in great shape. \$3,990. Call Tom (415) 656-5622.

CORONADO 15. Blue & white, excellent condition, includes trailer, custom cover, life jackets, trapeze, harness & much more. \$2,000. (415) 653-0300.

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CATALINA 22. Well-kept 78, ext. tongue trailer, 5 hp o/b, VHF, depth, knot, AM/FM, 4 sails, other extras. \$4,500. (916) 777-5688.

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TANZER 22. Very clean, 4 sails great shape, 5 winches, Navico tiller/pilot, 6 hp Johnson Sailmaster, stove, porta-potti, 2 anchors, more. Two boat family must sell. \$3,999 b/o. Call Marcus (408) 954-2269 (days), (415) 873-3989 (eves/wknds).

COLUMBIA 24, fiberglass sloop, 8-ft beam, 3'4" draft, 4000# disp. Main, club jib, 130 jib, strong rigging. Long-shaft o/b, VHF, DS, KM, 2 anchors, extras. 4 comfortable berths, 5'8" headroom, clean, classic look. \$5,800. (916) 393-3500 (eves).

VENTURE 22, 1979. Trailer w/brakes & new tires, swing keel, 7.5 hp Honda (rebuilt), galley, potti, 3 sails, jiffy reefing, whisker pole, VHF, compass, safety gear, anchor, etc. Meticulously maintained (garage stored) by neatnik husband, must sell - BBB, \$4,500. Call (415) 231-1312 (w), (707) 664-8366 (h).

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ISLANDER 26, 1977. Inboard gas 15 hp, overhauled in 90, depth finder, fish finder & VHF new in 84, 3 leading edge sails new in '84, lots of teak in interior Bahama model. South Beach Harbor berth. \$9,300. 826-0527.

BALBOA 27 - LYLE HESS DESIGN. Retract keel, tandem trailer, full headroom, built-in refrig.-style icebox, propane stove, marine head w/holding tank, 10 hp elect. start o/b. Everything in like-new condition. Perfect bay/delta family boat. \$13,900. (916) 791-7763.

COLUMBIA 28. Excellent condition. Redwood City slip. Autopilot. \$10,000. (415) 328-0424.

HELP!! MUST SELL custom built Kaufman 27-ft racing sailboat. 10 sails, 10 winches, stripped interior & only 4-ft headroom but has slept 6 overnight. \$3,700 b/o. Call Jim (408) 371-6151.

CATALINA 27, 1982. Excellent condition, loaded w/extras. 6 sails, Loran C, VHF, Blaupunkt stereo, autopilot, Universal diesel, knotmeter, depth sounder, very clean. \$18,500. (415) 459-7336.

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ISLANDER BAHAMA 28-FT, 1983. A De Luxe pocket yacht in top condition. One owner, wheel steering, pedestal compass, Yanmar diesel, VHF, knotmeter, depthmeter, extra jib lapper, full sailaway inventory. All manuals on board. Reduced \$23,000. (415) 547-1186.

1980 AMERICAN 26-FT SAILBOAT w/1988 Honda motor. Sleeps 6, galley, onboard battery recharging system, 2 sails, watertight, fresh teak. Below low Blue Book. \$7,200. (707) 279-2557.

ERICSON 27. Carefully maintained (records), new exhaust system, prop, 90 minutes on rebuilt Atomic 4, inboard, 6 sails, sleeps 6, 2 anchors, KM, DF, holding system, kerosene stove oven, dual battery & more. Clean bottom, cozy interior. \$13,500. (415) 776-7628.

FOR SALE, 1979 O'DAY 25-FT. Must sell! My partner died & I can't afford to carry. Emeryville berth, fully equipped, almost new o/b. \$7,000 b/o. Call Frank (415) 285-5920.

CAL 25, 1973. Excellent condition, 7 sails (3 new), 6 hp Evinrude, deluxe teak interior, sleeps 4, pop-top, galley, marine head, 2 anchors, VHF, stereo, life lines. \$7,000. (415) 594-9259.

YAMAHA 25 MK II-1978. Masthead sloop, roller-furling, Yanmar inboard diesel, VHF, depth, full sails, epoxy bottom. Make offer. Call Bob (415) 342-6574.

SANJUAN 28, 1978. Excellent condition w/many upgrades. Fast racer/cruiser, PHRF 168 inboard gas runs perfect, new autopilot, 150, 120, 90 & main in good shape. \$14,500 or trade for Austin Healy 3000 or MGA. (415) 756-7955 (eves).

CATALINA 27, 1986. Like new. Dodger, VHF, KM, depth, autopilot, 110 & 150 jibs, all lines aft, self-tail winches, 14 hp diesel, shore power, fold-up table. \$18,900 b/o. (408) 267-3139.

CHINESE JUNK, 28-FT. 10-ft beam, cat walk, poop deck, 3 masted. Needs major repair/reconstruction. Must be moved from dry storage, your trailer. I paid \$2,500, you pay \$500! Call Jill (408) 684-1551.

26-FT MACGREGOR 1989. 3 sails, VHF, 9.9 w/ electric starter/alternator, all Coast Guard required gear, porta-potti, copolymer bottom paint, 2-burner alcohol stove, excellent condition. \$11,500 b/o. (415) 357-4757.

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CATALINA 27, 1982. Excellent condition. Tall mast, o/b Johnson 9.9 electric start, VHF, AM/FM cassette, depthfinder, 2 jibs. A steal for \$15,800. (415) 536-8067, Fax 532-2219.

CAL 25. Excellent condition, 10 hp Honda, custom oak hatches, roller furling jib, VHF, sails in good condition. Great bay boat that always brings you home safely. \$4,300 b/o. (415) 591-8847 (lv msg).

LOCATION, LOCATION, LOCATION!!! Vega 27, Pago Pago. 10 sails, Volvo MD2B, Monitor, Avon liferaft, beaucoups ground tackle, beautiful custom dodger, 2 inflatable Avon tenders, etc. Three days' sail to Tonga. Offers, trades, equity vicinity of \$13,000. Anxious. Be creative. (206) 935-3913.

CATALINA 25, 1978. Fixed keel, 7.5 Honda like new, 4 sails, VHF, CB, stereo, new DS, 2 batteries, epoxy bottom 12/90, kerosene stove, bimini top, gas BBQ, delta slip. \$9,500. (916) 846-5540.

MACGREGOR 26, 1989. Evinrude 8 hp long-shaft, VHF, compass, depth, epoxy and anti-fouling paint, 2 burner stove, BBQ, built-in Groco head, teak head compartment, teak cabinets, AM/FM cassette, much more. \$19,000 value for \$9,500. Must sell! Call Jeff (408) 720-9719.

COLUMBIA 26 MKII. Surveyed, new keel bolts, bottom paint May 1990. No blisters, exceptionally clean, much new equipment, all lines lead aft. A lot of boat for \$6,000. (415) 849-3737 (days), (415) 339-1649 (eves).

DUFOUR 1800. 26-ft fiberglass, 1983. Volvo diesel, 5 sails, Hood furling, VHF, stereo, digital DS NM, 4 berths, head, stove, nav table, 91 survey, bottom, no blisters, quality, comfort, performance. Like new. \$13,000. Call Tom (916) 731-8192.

VENTURE 25, 1979. Excellent condition, VHF, new Honda 8 hp, genoa & jib sails, swing keel, trailer, porta-potti, anchor, sleeps 5, fenders, icebox, pop-top dodger, cushions, whisker pole, good for bay or delta sailing, new motor mount. (415) 593-9349.

RANGER 26, 1974. Great bay boat, 2 mains, 3 headsails, spinnaker, 6 hp motor. All lines lead aft. \$7,000. (415) 826-7510.

CATALINA 25, 1977. Swing keel, trailer, Baldwin Sailrite 10 hp Inboard, 5 sails, furling jib, lines aft, shore power, dual batteries, DS, VHF, excellent condition. \$14,500. (916) 363-4566 (after 6 pm), (916) 453-6268 (lv msg).

CAL 27, 1976. Inboard diesel. Extra sails: main, 115%, 130% (2), spinnaker. Rigging redone in 1989, 110 volt shore power. Can be seen at South Beach Harbor. \$14,000 or ... (408) 722-3905.

ERICSON 26-FT, 1968. Excellent bay boat, nearly new main, 9.9 hp Johnson, sleeps 5, head, lots of storage, perfect for first boat, great for overnights & short trips. Will give sailing lessons to buyer. \$5,000. (415) 826-4492.

CAL 2-27, 1975 w/diesel. 2 mains, 3 spinnakers, 5 headsails, new headfoil, Trimble Loran, full MORA gear & delta cruising gear, recent engine work, new topsides paint in 1988 - the list goes on. \$18,000. (415) 825-2969 (eves).

FOLKBOAT INTERNATIONAL. 26-ft, new bottom, dodger, ground tackle, whisker pole, sink, head, depth sounder, full keel, great bay sailer & family boat, active fleet. \$7,900 b/o. Call (707) 576-7789.

CATALINA 27, 1982. Excellent condition. Atomic 4 inboard, VHF, DS, 110 shore, 2 batteries. \$17,500. (415) 584-8328.

ALOHA 27-FT, 1985. Excellent condition, Harken rollerfurling, all lines aft, DS, knotlog, VHF, stereo, 150, spinnaker, cockpit cushions. \$18,000 b/o. (415) 366-3597.

CATALINA 25. Fixed keel, new 91 tandem 10,000 G.V.W. trailer, fish & depth, Autopilot 800, Loran, Honda, VHF, new compass, stove, covers, balanced rudder, porta-potti, B. charger, all gear stayson, shows like NEW! \$15,000. Must sell this month! (702) 588-8957 (Lake Tahoe).

27-FT BALBOA SAILBOAT with trailer. Inboard diesel, standing headroom, sleeps 6, head, galley & instruments. \$17,500. (916) 283-3218, (916) 836-2682.

CATALINA 27. Dinette interior, sleeps 6, VHF radio, 9.9 Evinrude, great bay boat berthed in Oakland. \$7,500. (415) 582-4331.

ALBIN VEGA 27-FT quality Swedish offshore cruiser. Exceptional condition. Yanmar diesel, many upgrades. \$16,500. (707) 525-9509.

CORONADO 25, top condition, roller furling, main & jib, new 3/16 rigging 8/90, 15 hp o/b, elec. start, remote throttle, dinghy w/oars, 2 anchors, dodger, propane stove, head, sink, icebox, VHF, depth, compass, AM/FM cassette, etc. \$6,900 b/o. (415) 368-3050.

SANTANA 28, 1977. Built by Schock. Excellent racer/cruiser, working sails, Volvo diesel, VHF, DS, KN, sleeps 5, full galley, teak interior, two-speed winches, safety equip., lifelines. Original owner. \$17,500 b/o. (415) 435-9966 (eves).

MACGREGOR 25, 1985. Swing keel, well-equipped: knotmeter, depth sounder, compass, ICOM VHF radio, anchor, all Coast Guard safety equipment. Horizon sails: main, 110% jib, 150% genoa, spinnaker w/gear. Sail covers, custom cockpit cushions, 4 cycle 10 hp Honda o/b, w/ MacGregor trailer. \$6,500. Tow vehicle: '72 Eldo convertible, great condition. \$13,500 takes both. (408) 524-8399 (days), (408) 429-8654 (eves).

CATALINA 27, 1973. 9.5 Evinrude, standard rig, self-tending jib, new sail covers, hauled & bottom painted Feb. 91. Excellent condition inside & out. \$6,900. (209) 537-1937.

RANGER 26. Fantastic bay boat. Daysail or cruise the bay. 5 sails, bottom fall '90. 10 hp w/ electric start, 2-speed winches, marine head & galley, depthsounder, knotmeter, compass, VHF, stern rail & new lifelines. \$7,600. (707) 642-3815, (707) 829-2288.

26-FT PEARSON COMMANDER. Terrific sailer! Full keel, fiberglass w/wood trim. Very large cockpit, sleeps 3, galley, head, AM/FM & marine radio. 9.5 o/b, all sails, many extras. Treasure Island Marina. \$6,000 b/o. Brian (415) 399-8909.

COLUMBIA 26 MKII, new main & jib, plus good 150, lazy jacks, cabin top traveler, DS, KM, VHF, stereo, TV, heater, stove, sink w/electric pump, enclosed head, nice cabinetry. \$8,700 b/o. (707) 446-9487.

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NEWPORT 27S, 1979. Atomic 4, VHF, RDF, roller jib, wheel, bottom paint 11/90, galley, head w/shower, sleeps 5, 6'4" headroom. Upwind berth, fun bay sailer. \$18,000 b/o. Call (707) 838-0964.

COLUMBIA 26 MKII. Fun family cruiser, comfortable, dry & easy to sail with hot pink & blue full batten, self-tending jib & full batten main. Also Nave tri-color genoa. Sleeps 5. \$9,000 b/o. Trades welcome. (415) 523-9011.

CATALINA 27, 1983. Very good condition but is never used & needs a little attention. Diesel inboard, oiled teak, berthed in Alameda. Absolutely must sell. \$18,000 b/o. Sheryl 521-4597.

SANTANA 525. Excellent condition, 2 mains, 1 new Pineapple, 2 genoas, 1 Pineapple Mylar, 1-110, tri-rad spin. w/new spinnaker pole. New mast, standing rig, new halyards, new bottom, KM, compass, AM/FM cassette w/booster. Anchor, porta-potti. \$6,000 invested, sale \$6,500 b/o. (916) 333-1586 (w), 333-1657 (h).

NEWPORT 27, 1970. Very good condition. Dodger, VHF, KM, DS, Atomic 4 inboard, asking \$13,000. Call (415) 829-7365.

HAWKFARM 28. Competitive SF-YRA one-design fleet since 1977. Affordable, durable & fun to sail. Needs only you & a crew. \$19,000 b/o. (707) 257-3577.

HUNTER 25, 1974. Help! The boat's mine, the house & dock are his. Must sell boat 'cause he won't sell dock. 2 mains, club jib, 150, 120, storm. More. \$4,900 b/o. Desperate. Call Leslie (209) 545-3717 or Cass (209) 474-7407.

27 CORONADO w/sailing lessons. VHF, DS, KM, 9.9 o/b electric start, 3 sails, club jib, roller furling, jiffy reef, extra clean, great bay & delta boat. \$7,500 b/o. (415) 820-5955.

ERICSON 27, 1977. Atomic 4. Wheel steering, main & 2 jibs, 2 speed barients, depth sounder, VHF, full headroom, sleeps 5, cockpit cushions, Delta awning, a good all purpose cruiser/racer. Berthed in San Rafael. \$13,500. (415) 388-2292.

OLSON 25. Join one of the largest, best organized & most fun fleets on S.F. Bay. If you're buying, selling, or just plain curious about boats in this size range - let us help you! Contact the U.S. Olson 25 Class Assoc., President Bill Riess, (415) 845-6892 (w), (415) 653-9531 (h).

CATALINA 27, "SUNDANCER". 5 sails plus spinnaker, 6 winches, lines to cockpit. 6 hp Seagull (1 year), custom dinette & galley, CNG stove, Dorade vents, depth, RDF, 88 channel VHF, bottom painted 10/90. Upwind Berkeley berth. \$8,500. (415) 372-8390 (eves).

ERICSON 27, 1972. Top condition, fully equipped. 3 mo. Atomic 4 warranty. All lines led aft. 10 years of records available. \$13,000. (415) 331-6255.

O'DAY 25-FT, 1977 w/EZ Loader trailer, main, 150% genoa, 9.9 Chrysler o/b w/electric start. Excellent condition. \$10,000. (707) 255-7710 (eves).

26-FT PEARSON, VHF, DS, KM, compass, 15 hp o/b elec. start turned 12/90, sails like new, cruising only, cruising spinnaker, sleeps 5, head, stove, sink, well-maintained. Great bay boat. \$7,000 b/o. (415) 297-5032, (415) 833-0961.

PEARSON 28-FT, 1986. Great bay cruiser in excellent condition. Fully equipped: main, 2 jibs, Lewmar winches, dual batteries/charger, dodger, stereo, S/S radio, AWI, WS, KS/log, DS, diesel, wheel steering, hot water, shower, sleeps 6, Sausalito berth. Assumable loan. \$550/month. (415) 331-8366.

RANGER 26. 7 sails including spinnaker & gear, VHF, KM, DS, compass, 7 winches including two 2-speed winches, 10 hp o/b, new cushion & sail covers. Proven racer, comfortable cruiser. \$6,500. (916) 684-1723.

NOR'SEA 27. Superb condition. Aft cockpit, delightful factory finished interior. \$16,000 in options and equipment installed fall 1989, including cruising spinnaker, windvane, SatNav, windlass, dodger, dinghy, o/b, plus everything needed to cruise. No need to buy anything more. \$48,500. (503) 681-1655.

CAL 27, 1985. Excellent condition. Yanmar diesel, holding tank, head, pressurized water system, shower, 110 electric hot water heater, main & jib. Sleeps 5, knot & depth meters, compass. Must see to appreciate. Asking \$19,500. (415) 572-9629 (eves/wknds).

HELP THE SEA SCOUTS & get yourself a great boat. As one of its annual fund-raising projects, the Alameda Sea Scout Ship "Sea Fox" has for sale a '69 Cal 25. The boat is in good shape w/a one yr old bottom, working sails, basic safety package, knotmeter, ground tackle & porta-potti. \$4,000 b/o. Call Barry Hodgkin (415) 521-2186.

CATALINA 27, 1977. Almost new 10 hp o/b, main/jib, VHF, compass, stereo, cushions, etc. Purchased w/partner for \$12,000 & invested another \$4,000. Two heart attacks force sale for first offer over \$9,500. Marilyn (415) 835-0238.

MORGAN 27. Full race equipped w/12 bags sails, spinnaker gear, pole, safety equipment, inboard engine, plus many extras. Great boat for the sailor seeking a turnkey boat for Friday nights or serious campaign. Call Chris or Linda 865-7311.

CATALINA 27-FT, 1973. Inboard, Atomic 4, midship dinette, knot, depth, VHF, 110v and 12v compass, bilge pump, trickle charger, sentry detector, Lectra/San head & alcohol stove. Excellent condition. \$8,500. (415) 341-8009.

CAL T-2, 1976. Best T-2 anywhere - fast, exceptionally maintained, original owners. New Yanmar 10GM diesel, main double leach & flattener, 95% jib, Datamarine knot & depth, Plastimo compass, new bottom paint, Martec Mark III folding prop, newly covered cushions, teak varnished inside & out, all standing rigging replaced, Harken oversized traveler & sheeting. Also 2nd main, 150% & 125% genoas & spinnaker, VHF, stereo cassette AM/FM. \$14,500. Lou (408) 748-1611 (w), (408) 867-5449 (h).

ERICSON 27-FT, new bottom, Loran & VHF. Sails 18 months old, new batteries & strong Atomic 4, well-maintained but must sell. \$9,800. (415) 889-5966.

LANCER 28. Shoal draft keel w/trailer. Excellent condition, sleeps 6, electric head, alcohol stove, 10 hp Honda, autopilot, depth sounder, knotmeter, many extras. Owner willing to finance or trade for real estate. \$13,000. (916) 966-3393.

MERIT 25, drysailed only, race rigged. 2 complete sets of class sails: main, 95 (Mylar), 150 (Mylar) & 3/4 oz. spinnaker & a 1 1/2 oz. spinnaker. Trailer, Tohatsu o/b, VHF, depthfinder, knotmeter, EPIRB, many extras. \$13,000. Call (415) 403-3264.

FOLKBOAT 25-FT, 1984. Custom built in Denmark, fiberglass, beige hull, brown non-skid deck, excellent condition, 2 sails, all-wood cabin, numerous added features. Outfitted for cruising, easily converted to racing. Located Southern California. (818) 355-3964.

IRS SALE. Newport 28-ft, 1975. Beautifully appointed & well-equipped. New paint above. Inboard, auto, VHF, DS, knot, etc. Luxurious interior including brass fireplace. Really don't want to sell but must. Book value \$15,500, will sell first reasonable offer! (707) 257-8078.

CATALINA 27, 1971. Excellent condition, very clean, no blisters. Johnson 10 hp o/b, 1989, electric start, DS, VHF, 2 jibs, 110v shore power. Custom-made teak dinette table & hinged main hatch. Asking \$8,000. Call Kate (415) 236-3700.

MACGREGOR VENTURE 25. Trailer, 1989 Johnson 6 hp, 3 sails, pop-top dodgers, pulpits, inflatable boat set, potti, vang, KM, compass, bell, cushions in/out, jiffy reef, navigation lights, USCG, lots more. Fun starter/bay/lake boat. \$5,400. (415) 938-6235.

PACIFIC SEACRAFT 25-FT DOUBLE-ENDER, great pocket cruiser, rebuilt diesel (Dec. 90), 4 Tanbark sails (new main cover), very, very clean. \$17,500. (707) 745-3471 (after 7 pm or lv msg).

COLUMBIA 26 MKII, OMC sail drive. 4 sails (dbl. reef main, 85 club, 110, 170 reacher), new running rigging for single-handing, DS/VHF, KM, 2 batteries w/charger, stove, enclosed head. Hauled, painted, surveyed 2/24/90. \$6,995. Call (707) 745-3471 (after 7 pm or lv msg).

CATALINA 27, sharp, excellent condition, 1978. Atomic 4 inboard engine, low hrs. Teak interior. New dinghy & o/b. In Sausalito. \$15,000. (916) 581-3074.

TWO INTERESTING BOATS. 25-ft ULDB project. Cold molded hull & deck completed. \$4,500 & 500 hrs invested - b/o. 35-ft cold molded daysailer needs interior, built 1988, double axle storage trailer. Basic main/jib equipped. \$30,000 & 2,000 hrs invested. \$28,500 b/o. Call Don (916) 525-6403.

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31-FT PACIFIC SEACRAFT MARIAH, 1980. Strongly built blue water cruising veteran. Cutter rigged. New epoxy bottom. Autopilot, VHF, Ham, DS, sailing dinghy. Extra roomy interior. Extra equipment included. \$33,000. Call John (408) 259-5982.

GREAT BOAT - priced to sell now. Lancer 30, 1980. Excellent condition. New bottom paint, Yanmar diesel, pedestal steering, VHF, roomy interior, depth sounder, compass, roller furling jib. \$10,000. Call Mark (408) 456-2955.

CATALINA 30-FT, 1980. \$25,000. Great boat in great shape - lots of extras: camber spar jib, 4 sails, Force 10 heater, low mileage Atomic 4 engine, cockpit cushions, battery charger, etc., etc. New bottom paint. Must sell. (916) 487-8501.

RANGER 29, MUST SELL. Just hauled, surveyed, great shape, no blisters, roller furling, lines aft, shore power, teak interior, large sail inventory, LPU, Atomic 4, all extras, Berkeley Marina. \$14,750 b/o. (415) 845-2582, (415) 928-3462.

30-FT PEARSON, 1978. Wheel steering, Atomic 4, h/c pressure water, Force 10 heater, AC ref, stereo, VHF, DS, KM, solar panel, hauled 11/90. \$15,500 b/o. Can finance. (408) 426-9481.

REDUCED \$2,000! Farallon 29, 1976. Factory finished full keel fiberglass cruising sloop, 4 head sails. Diesel, dodger, tiller, autohelm, windvane, bronze ports. Rigging new 1987, wood interior, good condition. \$16,500. (707) 745-6204.

1978 30-FT CATALINA. Custom rigging, bariant winches, 2 jibs 150, 110, spinnaker & rigging, wind direction/speed, depth, Loran C, pedestal steering, pressure water, CNG stove/oven, many extras. \$26,000. Must sell. (415) 873-6648 (lv msg).

WILDERNESS 30, 1981. A very fast Santa Cruz ultra-light built by Gary Caballero. Trailrite trailer. Honda 7.5. Beautiful interior remodel w/many amenities & new equipment. Over \$23,000 invested. Yours for only \$15,000. (408) 479-1222, (408) 688-8258.

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CATALINA 30, 1982. Universal diesel, self-furling jib, new storm jib, CNG stove, refrigeration, h/c pressure water, shower, dodger, wheel, KM/DS, battery charger, diesel heater, 2-speed winches, VHF, epoxy bottom, extra vents, new batteries, cockpit cushions. \$28,995. Call (415) 582-3071 (lv msg).

BOMBAY PILOTHOUSE 31-FT. Wheel, Yanmar diesel, Hood roller reefing, battery charger, refrigerator/freezer AC/DC, depth sounder, VHF, AM/FM stereo, pressurized h/c water, Metzler life raft, stove/oven, shower. \$37,500. (415) 886-3475.

PEARSON COASTER, 30-FT. Excellent bay & ocean cruiser. New sails, Volvo diesel, knotlog, Aries wind vane, shore power, diesel cabin heater, many extras. \$19,500. (415) 523-2853.

"MAGIC". Well-maintained Alberg 30 sloop. Teak trim, 3-blade prop, repowered w/Universal Model 25 diesel (3 cyl., fresh water cooled), low hours, roller furling, little-used main, jib & 110 lappet, holding tank w/"Y" valve, Raytheon VHF radio, depth sounder, antiblister epoxy bottom, new Origo stove, battery charger. Fine boat for bay & delta. \$19,800. (415) 283-1588.

CATALINA 30, 1988. New-style, T-cockpit, wheel, diesel, depth, knot, VHF, hot water, shower, roller furling, self-tailing, stove/oven, 100 hrs engine, perfect teak, 150, 120, 90, many extras, Bristol condition. \$45,950. Call (415) 854-7777, (415) 326-1900.

C&C 29, 1979. Low mileage: only sailed on Sunday by little old lady & boyfriend. KM, DS, VHF, stereo, fridge, autopilot, dodger. Must sell. \$28,000. (415) 366-6361.

30 RAWSON, 3GM30F Yanmar diesel, custom interior, dinghy, can be seen at berth #412, S.F. Marina. \$16,000. (415) 665-1472.

HUNTER 31, 1983. Excellent condition, Yanmar diesel, good sail inventory, VHF, RDF, wind & speed inst., depth sounder, compass, 2 anchors. Great for bay & coastal cruising. Asking \$34,000. (707) 823-9669 (lv msg).

CATALINA 30-FT, 1980. Just hauled, excellent condition, wheel steering, knot meter, depth, VHF, roller reefing jib, Atomic 4 engine. Very clean & roomy. \$28,000. (408) 356-8764.

CAL 2-30 FOR SALE OR TRADE. 4 headsails & extra main & boom, Atomic 4 engine, wheel, folding prop, VHF, stereo, stove, 110 shorepower, WS, WD, knotmeter, 2 compasses, 16 winches, fiberglass hull, Jack London Square berth. \$14,000 b/o. Can carry loan. Call Mike (209) 869-3215.

LANCER 29, 1978. Great bay cruiser! Yanmar diesel, wheel steering, self-tailing winches, lines led aft, VHF, fatho, compass, alcohol stove, roomy teak interior sleeps 5, standing headroom, enclosed head. Full survey & bottom paint '90. \$16,500 b/o. (415) 886-6170.

CAL 2-29, 1973. This well-maintained boat has an incredible inventory & is loaded w/options. Volvo diesel engine, Edson steering wheel, Avon dinghy w/Seagull o/b, self-steering gear, pressure hot water system, Ray-Jeff direction finder, depth sounder, knotmeter, roller reefing main, 2 anchors, #1 genoa, #2 genoa, jib top, shooter (cruising spinnaker), working jib & main, & more. A well-made Cal, this boat has never had any blisters & is located in a good transferable slip at Marina Village. A partnership breakup forces sale of this exceptional documented vessel at the lowest advertised price I have ever seen for one of these boats. \$13,995. Mike or Dianne (415) 523-8393.

30-FT CHEOY LEE BERMUDA KETCH. Fiberglass hull, classic teak interior w/fireplace. New settee cushions. Newly overhauled Atomic 4, boat cover. Well-maintained. \$25,500. Call 331-2393.

J29, RACE READY. 10 sails, 8 hp Evinrude o/b, actively raced & cruised on the bay. The only English-built boat on the West Coast, unique & comfortable interior arrangement, galley sink & stove. The J29 is an exciting boat to race, the fleet will challenge your racing skills, yet w/spacious decks & cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd & 3rd in YRA season championships. Join a great fleet. Great deal, low or no money down. \$25,000. Call Andy (415) 641-8323.

NEWPORT 30 MKII, 1974. Red hull, white deck. Active fleet, Atomic 4 engine, South Beach Harbor, S.F. Must sell. \$11,500 b/o. (415) 921-4137.

30-FT ISLANDER BAHAMA, 1980. Great design in excellent condition, pressure water, sleeps 5, wheel steering, North sails, diesel w/racor, stereo, cockpit cushions, new varnish inside, DS, KM, VHF, upgrade rigging & lights. \$24,900. (415) 937-5074 (eves), (415) 945-1414 (days).

NEWPORT 30 MKIII, 1982. 90% club jib, 110, 155 reacher/drifter, flattener, 2 reefs & 3 halyards lead aft. Diesel, VHF, DS, KM, CNG stove/oven, wind speed & point, battery charger & more! Alameda Marina Pier 4, #439. \$27,000. (415) 523-4698.

CASH TALKS. Cal 29 "Red Boat", former bay champ, coastal & Hawaii vet. Spinnaker, LPU topsides, propane, folding prop, shore power, 2 anchors, all controls led aft, pressure water, storm sails, even a bosun chair. Buy this boat!! Must sell. \$11,500 b/o. (415) 331-1924.

COLUMBIA 29. Classic Sparkman Stephens design. Easy to sail, bay & coastal cruiser. Self-tending jib, 130% jib & main. Custom features. Over \$1,000 spent to upgrade Atomic 4 engine. New fuel & electrical system. \$8,900 b/o. (408) 738-2948.

OLSON 30. Ballenger spars, double spreaders, rod rigging, 5 sails. \$17,000. 468-4423.

1973 CAL 29. Recent awlgrip & blister repair, Micron bottom, folding prop, Atomic 4, DS, speedo, VHF, battery charger, stereo, AC wired, good sail inventory. \$17,000 b/o. (415) 332-7521.

CAL 2-29, 1978. Hull is in excellent condition. All Hood furling for main & jib, fresh water cooled Atomic 4 runs like new. Coastal/deltagear. Active assn. One of the best bets for Mexico or S.F. Bay. Sleeps 6, easily single-handed. Hauled 10/90. \$25,500 or trade to 35-ft. (415) 456-7857.

NEWPORT 30-I, 1974. Mull hull. The best all-round boat for fast, comfortable cruising or racing the bay! Rebuilt Atomic 4, new upholstery, much extra teak in and out. Never raced. \$19,500 b/o. 364-5970, 550-8320.

WILLARD 30-FT 1974 MOTORSAILER. W.I. Evelock design, double-ender, Perkins 4-107 diesel engine. New epoxy bottom. Excellent condition. \$23,950 b/o. (800) 551-1199, (916) 791-0364 (eves).

1979 ALBERG 30-FT. This boat is in excellent condition. Has been refitted w/new halyards & sheets. Harken mainsheet/traveler, sheet & track. Engine is a Volvo MD-7 diesel 13 hp. 100%, 125%, 150% headsails & main. All by DeWitt. New depthsounder & knotmeter. Older ICOM radio. This boat is ready for the bay in any weather. This price is below book value. Make offer. \$21,500. Call Ed Rank (415) 462-6315.

BABA 30, 1979. Proven serious cruiser. Excellent condition. Documented, SatNav, radar, windvane, Volvo diesel, epoxy bottom, 7 sails, custom features, w/mooring. \$45,000. Airfare refundable on purchase. Call collect (808) 935-1408.

BABA 30, 1979. Family tragedy necessitates sale. Aesthetically excellent, needs compression post work. Windlass, VHF, Signet 2000, Autohelm 2000, tiller steering, 3 working sails & cruise spinnaker. Located Cabrillo Marina, San Pedro. Asking \$60,000. Edward (619) 934-8233.

CAL 2-29, 1978 YANMAR 2GM20F wheel, roller furling, AP, VHF, KM, DS, dodger, propane stove w/oven, Loran, teak interior, pressure water, CQRW, 40 ft of chain, 300 ft of rode. \$23,000 b/o. (707) 557-7783.

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ERICSON 29, 1970. Fiberglass sloop, 2nd owner, solid boat & very nice w/new interior, 2 double berths, sleeps 6, Atomic 4, 3 sails, 6-ft headroom, galley, cockpit cushions, stereo, shore power. \$15,000. Martinez Marina (209) 577-3570.

HUNTER 31, 1984. Club jib, 110, 130 Mylar, 3/4 oz. tri-radial spinnaker, 2 mains. Depth, speed, Micrologic Loran, stereo, h/c water. Excellent condition. \$39,500. (209) 524-3669.

30-FT 1959 DUTCH MAID SLOOP. I've done a lot. She deserves to be finished. Volvo MB2, diesel freshwater cooled, AC/DC refrigeration, marine head, 40 gal. fresh water, sink, shore power, new standing rigging. \$3,000. Trades or partnership possible. (415) 865-1185.

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PEARSON 30, 1975. Atomic 4, new Loran, VHF, DS, KM & more. New main & 120% jib, additional jib. Quality boat kept in excellent condition. *Sail* magazine, Feb., lists Pearson 30 top choice. Moving. Great value \$20,900. (415) 948-0194, (408) 246-9098.

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30-FT CATALINA 1984. Savel Ready to go, no haul out needed. New epoxy bottom 3/15/91. Fully equipped: 21 hp diesel, pedestal steering, dodger, knotlog, depth, VHF, stereo, pressure hot water, refrig. Excellent condition. \$34,500. (415) 342-3506 (days), (415) 573-9859 (eves/wknds).

RAWSON 30. Sloop, diesel, power prop, 2 depth sounders, butane stove, anchor winch, 110 AC, VHF, VDO. Anxious seller. \$20,000 b/o. (619) 872-9032.

30-FT HIGH PERFORMANCE CRUISER. Bred for speed, designed for comfort, built to last. 1982 Hullworks built, double spreader rig by Ballenger, Yanmar diesel, VHF, knotmeter, depthmeter. Beautifully trimmed in teak w/Brunzeel interior. \$21,995 b/o. (209) 545-2583.

ERICSON 29 SLOOP "HERITAGE". Excellent S.F. Bay cruiser or racer. Popular boat, well-maintained, excellent value. Motivated seller has purchased larger boat. VHF, DS, 3 jibs: 90, 120, 150, plus beautiful spinnaker. New bottom paint, spacious cabin w/6'2" headroom has 2 double berths. Comfortably sleeps 6 adults. Alameda location. Asking \$16,000. Great buy! Call (408) 847-2946, (408) 778-1741.

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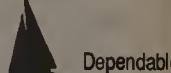


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36-FT CHEOY LEE LUDERS CLIPPER KETCH. Beautiful blue water cruiser. Great liveaboard, 42 hp rebuilt Mercedes diesel. Many extras. \$40,000 or trade for aircraft of same value. Call (707) 255-7844.

SCHOCK 34 PC, 1987. Fiberglass sloop, 50 hrs on 30 hp Yanmar, new NS main, RF 120% + storm, gennaker w/scoop. Full canvas, inverter & complete new cruising equip. 10/89: SatNav, TV, VCR, refrig., autohelm, A/C, stereo & more. Loaded! Immac! Must sell. \$65,000 b/o. (415) 468-4684.

CS 36 CRUISER RACER QUALITY construction, little use, well-equipped. Located Southern California. \$55,000. No brokers. (415) 534-4314 (eves).

A STEEL STEALI 32-ft sloop, Dutch-built 1970. Radar, Loran, autohelm. LPG stove, diesel, 5 sails, 9-ft beam, 5 1/2-ft draft. Hawaii vet. Must sell! \$32,000 b/o or trade for larger boat. (707) 875-2540. Just do it!

32-FT VISION, 1989. VHF, Harken roller furling, full batten main, Newmar battery charger, knot log, depth sounder, new bottom paint 9/90. Very roomy, easy to sail. \$59,500. AI (707) 429-8363.

LEGEND 35.5, 1989. Performance design w/many creature comforts. Single-hand rigged, Dutchman system/main, furling jib, Kenyon electronics, 2 private staterooms, separate shower in large head, dinghy davits, solar vents, upgraded battery system/charger, solid fuel heater, refer/freezer, 2 anchor assemblies, MOB/safety gear, cockpit shower/speakers, swimladder, phone jack, BBQ, new curtains/upholstery/canvas. If speed & style meet your sailing requirements, this meticulously maintained beauty is for you. \$74,000 b/o. (916) 371-0778.

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32-FT ISLANDER 1979. 4 cylinder fresh water cooled diesel. Like new condition inside & out. Recent survey & new epoxy bottom job. Very roomy interior, great liveaboard. Call for details. \$37,000. 228-7348, 228-2852.

TAYANA 37. Sell or trade down in size. 1978 w/Perkins 4-108, compass, VHF, RDF, depthsounder. Great boat but I am moving on land. \$70,000 firm, or trade down to 22 to 27-ft boat. Call Kirk 763-4164, 657-9821.

WESTSAIL 32, 1985. Well-maintained, good quality throughout. Complete electronics, Aries windvane, Yanmar 33 hp diesel w/low hours. Pressure water, water heater & shower. New refrigeration. Beautiful teak & mahogany interior. Recent bottom paint. \$49,000. (415) 361-0974.

UNION 36, 1983. Full keel, cutter rig, South Pacific veteran, recently shipped back from NZ, all ready to cruise. One owner, 50 hp Perkins, solar panels; dodger, Monitor vane, 8 bags, Avon liferaft/watermaker, HAM, RDF, stereo, log, DS (2), VHF, VHF HH, 110 inverter, radar detector, 60-ft CQR, 22-ft H Danforth, 75-ft Luke, 300-ft 3/8 BBB, ABI windlass, dinghy, o/b, sextant, 100 gal. fuel, 140 gal. water, charts, many spares, over \$20,000 equipment. \$73,000 b/o. (408) 370-0375.

WESTSAIL 32 CUTTER, hull 390, great liveaboard & cruise ready, dinette, propane stove/oven, water heater, pressure water, diesel, windvane, dodger, Loran, VHF, knot/log, DF, windlass, CQR, etc. \$49,500. (415) 792-1566.

WYLIE 34. Ready to race (IMS/PHRF) or cruise. Diesel engine, electronics. Priced for fast sale. All offers considered. Call (415) 326-6484 for information & inventory list.

CATALINA 34, 1986. Excellent condition. Loaded. Radar, Datamarine Link 5000 (depth/wind/boat), autopilot, Loran C, KM, VHF radio, h/c water, roller furling, stereo/cassette, lines led aft, 3 batteries, cockpit awning & more. Anxious to sell. \$52,000. (916) 723-4487.

33-FT PEARSON VANGUARD. Custom, 8 sails, dodger, weather cloths, teak wheel, VHF, AP, WS, WD, DS, KM, 35 lb. CQR, Danforth, elec. windlass, etc. Hauled 1991. A beautiful "must see" ocean cruiser or bay yacht. \$28,900. (916) 378-1753.

TAYANA 37. Traditional cutter, loaded, all in excellent shape. SatNav, AP, stereo, VHF, RDF, dodger, dinghy, refer, h/c pressure water, etc. Cruise or liveaboard. See others, then this one. Asking \$79,000. (415) 331-5916.

38-FT "VIRGINIA S. LAWTON". Double ended "Ingrid" gaff ketch. Center cockpit w/ft cabin. Has sailed Baja. Just hauled & in top condition, w/ extensive inventory. Very handsome, in traditional style. \$48,000. (415) 548-0928.

37-FT RANGER ONETON, 11'4" beam, auxiliary sailing vessel. Designed as an ocean racer. Volvo-Penta diesel. Located Santa Cruz, CA. Replacement value, \$120,000. Excellent boat needs TLC. Asking \$35,000. (408) 437-0570 (days), (408) 395-8574 (eves/wkends).

VALIANT 32, 1977. Best one on the market. This Perry designed fin keel cruiser shows pride of ownership. New diesel 1987, LPU'd spars 1988. Beautifully varnished brightwork, immaculate teak interior. Wheel steering, windlass, h/c pressure water, 12v fridge, LPG stove/oven, knotmeter, windpoint, windspeed, depth, shore power, charger, awnings, MOB & more. Main, storm, 100%, 130% jibs & MPS spinnaker. The perfect bay or bluewater boat at \$45,000. (415) 853-1002 (eves or lv msg).

CAL-39, 1978. Excellent condition, rebuilt engine (100 hrs.), rebuilt roller furling, rigging, new electronics, bottom paint, KN, WS, WP, D. Fast, comfortable. Best in bay. \$57,000. Owner leaving area. Call (415) 659-8156 (eves), (415) 859-3195 (days).

HUNTER 35.5 LEGEND 1990, fully equipped for racing or cruising, dodger, roller furling jib, spinnaker, Loran, folding prop, knot/depth/wind meters. \$82,500. (916) 422-7476.

ERICSON 32, 1986. Excellent condition, 23 hp Universal diesel, VHF, depth, knotmeter & Alpine stereo. Propane stove, shower with h/c pressurized water. Boat surveyed & new bottom paint in 11/90. \$45,000. (415) 828-8423.

SANTANA 35, 1982. Boat fully equipped & ready to race or cruise. 6 berths, 2-burner alcohol stove w/oven, large cockpit. Signet instrumentation, Loran, VHF & stereo. Asking \$43,000. Call Bill (408) 244-1700, x3135.

CAL 39. The boat that kicks butt & doesn't kiss it! Become the third owner of this famous Lapworth design cruiser/racer that has it all. Cruise and race w/speed, style & comfort. You can find Cals for less, but it will cost you a lot more to even come close to the quality & number of upgrades on this well-maintained yacht. A consistent PHRF winner & Bahama cruise veteran. The refrigeration system alone is worth over \$8,000! Located in Morro Bay, "Tango" is available for immediate delivery. \$69,995. (805) 544-4500, (805) 772-3453.

ERICSON 32, 1974. Mahogany interior, teak & holly floor, teak cockpit grate. Furuno L800 Loran C, Horizon VHF, Signet fathometer & KM, Naviv. Self-steering. \$22,500. (707) 937-3837.

36-FT CHEOY LEE (Luders) offshore 1966. Sloop, glass hull, full boat cover, Perkins diesel, fridge. \$41,000. (415) 865-8943.

36-FT ANGLEMAN SEA WITCH "Golden Hind." Gaff ketch, wood hull, teak decks, with 8-ft sailing rowing pram, excellent condition. New: electrical system, diesel heater, sail covers, interior cushions, Avon dinghy & 5 hp Seagull. Located Monterey, CA. \$70,000. (408) 663-5163.

RWIN 37, 1976 C.C. SLOOP, full keel (6 ft), Perkins 4108, dodger, bimini, sailing dinghy, aft cabin, 2 heads, propane, refrig., freezer. \$47,000. 891-2731, 547-5363.

RASMUSSEN BUILT DOUBLE-ENDED cutter. Beautiful classic liveaboard or cruiser, full cover, new sails, electronics, new Zodiac. Special boat needs special owner. Asking \$45,000. Serious wooden boat buyers only. 392-0824.

CAL 39, 1978. Jensen Marine built, fast cruising boat. Windlass, CQR, barent, 32 primaries, refrigeration, CNG, microwave, roller furling w/3 jibs. Perkins 4108 50 hp. Liveaboard ready, needs some TLC but priced right at \$49,000. No brokers. Call John (408) 427-0209.

RUSTLER 32, "VENTURA." Full keel, offshore fiberglass cruiser. English built 1968. Volvo diesel, Aries vane, autohelm, extra gear, complete records (blueprints), self-tailing winches, custom dodger/full cover, hard dinghy with sails and Avon with o/b. Teak interior, propane stove/oven, sleeps 5. Move forces this sale. \$30,000 b/o. (415) 276-3522.

38-FT INGRID (launched 1984). Double-ended, glass hull & deck. Equipped w/full set of sails & electronics, Avon, Monitor self-steering system. (Owner will carry paper w/a good down payment.) Asking \$53,000. (415) 388-2416.

COLUMBIA 9.6 WHL, 7 winches, 2 selftirs. Dlrbf main, 150, 100, Tri spk. Newly rebuilt Volvo diesel. Pressure h/c water, propane stove w/oven. VHF knot/log, depth/alm wind speed & direction. Must sail to appreciate. \$22,000 omko. (415) 522-1953.

BAYFIELD 32, 1980. Cutter, full keel, documented, diesel, wheel, windlass, 4 anchors, SatNav, Loran, radar, WS, log, KM, autopilot, windvane desalinator, pressure water, solar panel, wind/water generator, inflatable with o/b, liferaft, EPIRB, lifeline. \$54,000. 333 Tuleberg Levee, Box 20, Stockton, CA 95203.

IERICSON 38, 1981. Autohelm, roller furling, h/c water, dodger & bimini, KM, DS, VHF, wind, AM/FM, Cole stove. Competition keel, folding prop. New batteries, new fuel filters, fresh bottom & oil change. Alameda berth. \$62,000. Call (208) 939-2426.

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ERICSON 39. 1-ton racer. Fast, well-equipped. Radar, SatNav, Loran C. Many electronic extras. Liveaboard or sail away. Well-maintained, excellent condition. \$45,000. (415) 244-9771.

PEARSON VANGUARD, 32-FT, 1968. Diesel, custom teak interior, new head, rigging, sails, 150, 125, 100, cruising spn. Has dodger, propane stove, 9-yr owner. \$24,950. (415) 865-7404 (days), (415) 938-8565 (eves).

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ARIES 32, 1980. Original owner, 5 sails, dodger, VHF, depth sounder, heater, 2-burner stove w/ oven, Westerbeke 30 hp diesel. \$30,000. (415) 343-6738.

36-FT HANS CHRISTIAN, 1975. Lots recent work done. New deck caulking, complete engine refurbishing on Isuzu 60 hp. Rigged for cruising. Split head stays, hard dodger, stern pulpit. Will trade for bigger boat & cash or sell for \$59,500. (916) 265-6244.

HANS CHRISTIAN 33, 1986. Fully outfitted, Yanmar/COM, Furuno, Magnavox B&G Autohelm 5000, Achilles Honda 5, Monitor vane, 4-man offshore. Please call for complete details. Boat in Sausalito. 457-3991.

CATALINA 38, 1983. New epoxy bottom, Universal diesel (290 hrs.), Hood roller furling, 130% jib, spinnaker, auto charger/inverter (15/20 amp). Edson wheel & instrument pods. Slip N-11 Marina Village, Alameda. \$49,500. Kent (408) 688-2092, (408) 778-8910.

WESTSAIL 32. Custom factory finish, new canvas, cushions. Engine rebuilt 1989. Aires windvane, Tillermaster, Avon liferaft, stall shower, committed to sell in June. Low 40's. Call (415) 331-5105.

ALBERG 35, 1966. Cruise ready, diesel engine, Aries vane, Loran, VHF, windlass, new sails, custom galley, stove/oven, cabin heater, & much, much more!! \$39,000. (415) 588-0127.

CREALOCK 37, 1978. Beautiful boat! World cruise cut short by illness. Just back from Mexico, "Clarity" is ready & loves to travel. New in 1989: Yanmar engine, Raytheon R-20 radar, electric windlass, Harken roller furler, Avon dinghy, Nissan 8 hp o/b, instruments, dodger & extension, & Forespar rigid vang. Also has Alfa Marine 4000 autopilot, Aries windvane, 3 anchors w/chain, engine driven refrigeration, 6 sails, Magnavox SatNav & spare parts inventory. Much more. \$109,500. (503) 899-7564.

ARIES 32-FT SLOOP. Diesel engine, Hood jib furler, like-new spanker & 135 genoa, Muir windlass, dodger, Monitor windvane, Dickinson diesel heater, DS, KM, VHF, Loran, anemometer, very strong boat. Sausalito berth. Asking \$38,500. (415) 331-3095 (days), (415) 381-1049 (eves).

CATALINA 38, 1983. 7 sails, 12 self-tail winches, full electronics, hydraulic backstay, low hrs. on rebuilt diesel. Will trade for Catalina 27 (outboard pref.) or similar plus cash. \$48,000. Call (408) 475-4600.

ISLANDER 37. Excellent condition, recent haul out. Rebuilt Atomic 4 - low hours. VHF, Loran, autohelm, depth, speed, RDF, 2 anchors, elec. windlass, roller furling, Avon, full galley, head/shower, sleeps 7. Everything works! Ready for cruising. In slip - Morro Bay. \$32,000. Call (805) 929-6089, (805) 489-2580.

38-FT ERICSON, 1986. Diesel, h/c water, refrig., LPG stove, VHF, AM/FM stereo, combi-stove inst. on pedal, roller jib, new 3-blade maxprop, rudder, bottom, etc. Well-equipped, like new cruiser. Call Tom for details - make offer. (415) 453-6375.

ERICSON 32, 1972 w/new mast & rigging, Harken furling, jib, main, self-tailing winches. All lines led aft, wheel steering, h/c pressure water, holding tank, Atomic 4, VHF, swim ladder, spinnaker, etc. \$25,000. (707) 542-2420 (eves).

PANDA 34 CUTTER, 1985. Perf. cruiser. Exc. cond. Quality throughout. Fully insulated, all S/T winches, o/s primaries, B&G Hornet pack inst./ICOM VHF/Loran/elec. windlass/3 anchors/AP/holdover ref? 4/90 haul/bottom. SSF liveaboard. Must see. \$81,000. (415) 857-2429 (days), (415) 952-6651 (eves).

39-FT BAY CLASSIC: FARALLONE CLIPPER. Great shape, freshly varnished & painted, new overhauled 54 hp Perkins diesel & electrical system, teak deck, new rigging, new sails, clean mahogany & bronze interior, berth available Tiburon. Reduced to \$29,000. (707) 525-1702 (days), (707) 935-1885 (eves).

LEGAL LIVEABOARD BOAT in Redwood City. 35-ft Coronado sloop, 1973. Tri-cabin, sleeps 6, AC/DC refrigeration, microwave oven, color TV, h/c pressure water, head/shower, depth sounder, telephone. Was \$35,000, sacrifice at \$29,000. Call Jim (415) 365-6264.

ERICSON 32, 1979. Excellent condition, professionally maintained. Mast and boom painted white. Equipped for bay and delta cruising. Upwind transferable Berkeley slip near yacht club. Photos and inventory available. (916) 961-5634, (415) 795-0622.

"SPIRIT" 33-FT SPARKMAN STEPHENS. Flush deck sloop, 1960. Mahogany/oak/bronze. Good electronics, excellent sail inventory, Awlgrip decks and topsides. Yanmar diesel, international racing and cruising history. A boat for the serious sailor, ready to go. \$35,000. (415) 331-7058.

EXPRESS 37. North sails, B&G instruments, Loran, SatNav, single sideband, VHF, autohelm, h/c pressure water, stove w/oven, refrigeration, excellent condition, first class equipment, many extras. Berthed Ventura, CA. \$95,000 b/o. (805) 493-1091.

ARIES 32, 1975. Well-maintained heavy weather cruiser. Just upgraded w/new Perkins diesel, new Hood Stoboom, new gelcell battery, new 3-step charger, new head, new water system, recent survey, all-teak interior. Priced low for quick sale. \$26,900. (415) 331-6167.

PEARSON VANGUARD 32.5-FT. Restored & ready for cruising. New sails, dodger, diesel, aux., radar, loran, autopilot, weather vane steerer. Oversize rigging, pressure water, depth finder, VHF radio. \$26,000. (209) 835-2303.

38-FT CASCADE SLOOP. F/G, SatNav, Loran C, VHF, DS, KM, new Awlgrip 1988. Needs minor equipment, but otherwise ready for South Pacific. Last survey \$50,000, selling for \$28,500. Write: Sailing Charters, P.O. Box 330430, Kahului, Maui, Hawaii 96732.

COLUMBIA 36-FT, 1968. Just hauled, cosmetic overhaul in progress. Transpac vet. Great liveaboard. Wheel steering, club jib, autopilot, propane stove/oven, 12v ref. h/c pressure water, shower, 20 hp diesel, more. \$27,900. Call Ted (415) 326-1430.

ERICSON 35, 1970. Excellent. 3 North jibs, KZ double headfoil, 2 spinnakers, all lines to cockpit, modified rudder & keel, new Standard depth, new log, apparent wind & wind speed, autohelm, hydraulic backstay, stereo w/equalizer, bottom paint July '90. \$38,000. (415) 383-5347.

CATALINA 36, 1983. Excellent condition, new interior cushions, new transmission, head, batteries, knotmeter, DS, VHF, batt. chrg., Larsen main, 110%, 1.5 oz spinnaker. Must sell! \$44,500 - all offers considered. No brokers. Assumable loan w/Wells Fargo. (415) 381-6732.

BENETEAU "IDYLLE 11.50" (Moorings 37). Excellent condition. Aft cabin, 2 heads, mech. refridge, Perkins 4108, new sails, R.F. genoa, Datamarine max prop, teak cockpit. \$900/month income through October, plus scheduled refurbishment. Loc. Baja. \$72,000. (612) 377-6072 (eves).

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PEARSON 10 M. Blue Lou Loran, ship to shore, stereo, 2-knot meters, 2 compasses; AW, WS, depth finder, lots of sails, including 2 spinnakers, hydraulics, Tuff Luff, 11 winches. Ready to race or cruise. \$45,000. 345-8619 (eves).

CT 48 KETCH. 1978 Perry design. Bristol condition. Spacious cruiser or liveaboard. \$136,000. For details call (415) 695-8207, owners 331-8554.

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K43-43-FT KETTENBERG wooden sloop. 50 hp Perkins diesel, full electronics, Bendix autopilot, Avon emergency liferaft, Zodiac dinghy, nearly new sails, full boat cover, propane stove & oven. Berthed at Monterey New Marina. \$49,000. (408) 626-1411.

SPENCER 42. Yanmar 44 JHE, Furuno radar, refinished bottom, no blisters, new rigging, refrig., dodger, VHF, Ham, SatNav, 10 sails, autopilots, windvane, wind instruments, 195 gal. diesel, 2 Avons, outboard, complete cruising package. 3 pg. inventory. \$85,000 b/o. (415) 952-9249.

SWAN 41 1976 S/S DESIGN. Harken roller furling, headsail, Signet instruments, SSB, Loran, Sailor RDF, VHF, Alfa 3000 autopilot w/remote, CD & cassette player, Adler-Barbour refrigeration, h/c pressurized water, double bunk aft state-room, custom woodworking & various other modifications throughout. \$150,000 or trade for East Bay real estate. (415) 769-0878.

1972 ANGLEMAN GAFF RIGGED KETCH. 49-ft LOA, 36-ft LOD, full keel, Isuzu 4 cyl. diesel, shower, hot water, VHS, DS, ref, sleeps 6, world cruiser, perfect liveaboard, superbly maintained. \$41,950, owner can finance. (206) 526-5895 (Seattle).

FREERPORT 41. Great boat at a great price. New 70 hp diesel, 190 gal. fuel, 190 water, autopilot, liferaft, self-tailing winches, radar, Loran, SatNav, 2 VHF, DS, KM, wind inst., compass, 45# CQR w/300 ft. chain, 35# CQR w/300 ft. rode, electric windlass, refrigeration & more. Lying Caribbean, delivery possible. Photos & accommodations available. \$120,000. (212) 753-8387, FAX (212) 755-4763.

GULFSTAR 50, cruising yacht. Ketch rigged, extra sails, 3 KW aux., 400 GPD water maker, emerg. pumping system, full electronics, Achilles w/25 hp Mercury, liferaft. Too many extras to list. Cost \$240,000. Price is negotiable or income property trade. (702) 882-3088.

COOPER 416 PILOTHOUSE. Huntingford design/Canadian-built. Better than new, one owner, spacious cruiser/liveaboard. Includes: autopilot, furnace, refrigeration, 150 alternator, water heater, VHF, depth, log, wind, dual steering, windlass, furling dodger, mast steps, teak sole. Sausalito. \$99,000. Appointment (408) 354-8343.

IT DOESN'T GET ANY BETTER. Strong construction. High performance. Elegant interior. Classic design. This extraordinarily fine Hans Christian 43-ft ketch is fitted out to take you safely, swiftly and surely to the ends of your dreams. She is a penultimate example of fine cruising yachts, including custom hand-crafted details above & below decks. Call today, leave tomorrow. \$138,500. (415) 331-0723 (owner).

HANS CHRISTIAN 43. This is a great opportunity to own a beautiful, cruising equipped classic at an incredible price. You won't find a boat like it for \$135,000. (415) 566-5110.

42-FT COLD MOLDED, world ready, custom ketch. Hull thickness 1 1/2", Westerbeke 40 diesel, Farnet-furling headsails, emergency liferaft, Treadmaster non-skid decks, bulwarks, ash & white interior. Boat is in Half Moon Bay. \$79,000. (415) 728-0764.

1985 TAYANA V-42. Center cockpit, aft cabin cutter, roller furling on jib & staysail. Teak interior, Perkins 4108 diesel. Excellent condition. A great buy at \$129,000. (415) 457-6582.

40-FT PINKEY SCHOONER. Gaff rigged, fir on oak, Volvo diesel. Call Doug (805) 772-1326.

MOODY 419, 1985. Centerboard, 3 private double cabins, Autohelm 6000, Loran, VHF, furling, electric windlass, refrigeration & more. Lying Caribbean, delivery possible. Photos & accommodations available. \$120,000. (212) 753-8387, FAX (212) 755-4763.

NEVINS YAWL 40-FT, 1955. Classic sistership to "Finesteer". Well-equipped for serious cruising. 12 bags sails, diesel, refrigeration, electronics, self-tailing winches, Shipmate propane stove, sleeps 6, ground tackle, yard maintained. Sacrifice \$35,000. Owner sick. Call (201) 356-1313.

40-FT LOD FIBERGLASS MOTORSAILER, center cockpit, full keel, documented, sloop rig, 5 bags sails, 9-ft whaler on davits, 24m radar, Loran, HAM, stereo, TV, VHF, 60 hp diesel, ref. & freezer, 5 perm bunks, 2 heads, 1 shower, dual station. \$54,000 b/o. Call John (707) 539-1429 (lv msg).

41-FT CHEOY LEE OFFSHORE KETCH. Richards design. Customized & equipped for round the world cruising. \$87,000. Call (805) 658-7703.

"THE PETERSON 44 is a West Coast Dream Cruiser" (Sea, May 1987). Two staterooms w/heads, 2 ovens, microwave, washer, dryer, heated closets, much storage. Autohelm, 2.2 kw generator, Cybemet stereo. New rigging, epoxy bottom, 500 engine hours. \$100,000. (408) 447-5505 (days).

1974 CT41 CRUISING KETCH. Upgrades. (916) 446-5278.

40-FT STEEL CIRCUMNAVIGATOR. Built Belgium, sistership to "Williwaw". First boat to sail Northwest Passage. Well-equipped, strong, a very special boat. \$80,000. (415) 534-4317 (eves). No brokers.

40-FT CHALLENGER, KETCH RIG. South Pacific veteran. A well-equipped & maintained comfortable family cruiser. \$59,000. (415) 534-4317 (eves). No brokers.

SWAN 44, 1976. Full inventory racing/cruising sails, complete refit 1989. New Awlgrip, water-maker, new Yanmar motor, Monitor, hydraulics, full electronics, loaded! Call John McKinney (303) 728-5306.

"REGINA" CUSTOM 40-FT AUXILIARY YAWL. The person who buys this boat is looking for a strong, well-built vessel for cruising/liveaboard at an exceptional price. Qualified for any ocean, solid fiberglass, strip-planked fir hull. New rigging, Perkins diesel 4108 only 278 hrs. Ten sails, propane stove, oven & cabin heat, pressure h/c water, boat cover, large tankage, holding plate & 110v, refrigeration, windlass, anchors, electronics, etc. Must sell this sound & documented vessel. Poor health forces sale. Reduced to \$39,000. Call Rob (415) 339-3038.

40-FT HALBERG KETCH. 1954, mahogany over oak, Volvo diesel, twin cabin pilot house, Alameda berth, moving out of area, needs some work topsides but great value. \$10,000. Call (408) 335-2318.

ROBERTS 43 AIREX cored hull w/o deck. Has masts for ketch rig, diesel engine, Edson steering & many more parts to finish the boat. \$20,000. Call for list of equipment. (408) 685-9735.

51 FEET & OVER

53-FT SLOOP, cold-molded, John Spencer design, built NZ 1982. Clipper Cup competitor with luxury teak interior. Fast, comfortable, easy to sail, great liveaboard. Ready for world cruise or TransPac race. \$175,000. McKay, Box 30747, Honolulu, Hawaii 96820, (808) 845-8063, Fax (808) 524-1097.

TAYANA 52. Sistership to Lowell North's "Wanago". Completed 10/89 & commissioned 1/90. Fresh bottom paint, rollerfurling Yankee & staysail, radar, SatNav, Loran, VHF, Ham/SSB, Data Link system, AP, weather fax, sport boat with o/b, 6-person liferaft, generator/watermaker, stereo, TV/VCR, BBQ, microwave, anchor windlass, Heart Interface, ice maker, refrigeration, Pineapple cruising spinnaker, custom fitted bedding, much more stuff. Ready to go anywhere. Custom four double cabin layout. Must sell. \$295,000. Call Robert Nickel (916) 626-4444.

70-FT WOOD SCHOONER, 1974. American made Cat 3304-T plus 12.5 generator. Liveable but needs completion. \$100,000 firm. Call (415) 781-1244.

CLASSICS

26-FT CHEOY LEE FRISCO FLYER, 1958. Same lines & rig as Nordic folkboat carvel, planked in teak, displacement 5500 lb., inboard diesel, oversize rigging topsides & bottom painted 4/91. Cabin & cockpit bright, great shape. \$6,321.62 firm. (415) 233-0286 (lv address & phone).

30-FT 1959 DUTCH MAID SLOOP. I've done a lot. She deserves to be finished. Volvo MB2, diesel freshwater cooled, AC/DC refrigeration, Marine head, 40 gal. fresh water, sink, shore power, new standing rigging. \$3,000. Trades or partnership possible. (415) 865-1185.

1939 NUNES BIG BEAR SLOOP. 28'6" - the cruising bear. Continuously upgraded & rebuilt by 10-year owners. Master Mariner winner. Standing headroom, inboard, well-equipped, VHF, DS, stereo. \$7,500 b/o or trade w/\$ for larger wood boat. (415) 787-1308.

CLASSIC ATKINS ERIC, 1956. Professionally built, 1/91 bottom job, finishing 3 yr. western Pacific cruise. Radar, Yanmar diesel, full boat canvas, solar panels. Will be in Port Townsend summer '91. \$38,500. Contact J.O., 5104 Weymouth Way, Oceanside, CA 92057, S.A.S.E.

30-FT 1939 MOWER SLOOP mahogany/oak recalked, refastened 1989. Greymarine, VHF, DS, KN, wind, refrig., 2 anchors, propane stove w/ shutoff, charger, 2 batteries, halon, shore power, canvas, pressure water, 4 sails, holding tank. Reduced to \$10,000 b/o. (415) 366-1204.

38-FT RUGGED, ROOMY 1941 CROCKER KETCH, wood, 38 x 12 x 5, newsails, overall good condition. Great family cruiser. \$12,950 estate sale. Santa Cruz, CA. Call (415) 443-8889 (before 9 pm).

27-FT SEA ISLANDER SLOOP, 1955. "VIM". Large cockpit, bronze fastened, mahogany planked, oak framed, spinnaker, 2 batteries, 2-burner CNG stove, new head, Atomic 4, autopilot, full canvas cover, no dryrot, recent haulout, speedy master mariner, excellent overall condition. \$17,800. 661-8444.

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31-FT PIVER AA TRIMARAN. Professionally built, cutter rig, excellent condition, recently hauled, ready to cruise, new Sutter sails, cross keel, wind vane & autopilot, solar panel, Evinrude outboard, new Avon dinghy. Located in Baja Mexico. \$15,000. (415) 365-9564 (eves).

31-FT BROWN SEARUNNER. West system, documented, 7 sails, 9 hp o/b, 9 winches, porta boat w/sail. Cruised to Hawaii, equipped to go again. \$17,000. (408) 736-1252.

CROSS 32, 1979. Professionally built racer/cruiser, good condition, full-battened main, 2 spinnakers, 3 berths, 9.9 o/b. Located Brisbane Marina. \$20,000. (415) 692-3033.

PIVER 25-FT TRIMARAN. F/W, centerboard. Two new Mylar jibs, 2000-ft new inner hull lacing, new bottom paint, new decks, 4 windows, 4 hatches, masthead rig, 2 double berths w/dinghy. Ready to sail now! \$3,050 negotiable. Call C.J. (408) 475-8503.

50-FT TRIMARAN. 1,000 sq. ft. flush deck steel cross-arms, 17 watertight compartments, 11 sails, diesel, hot running water, refrigerator, television, good liveaboard, sleeps 6, strong, fast, Emeryville slip. \$79,000. Call Jesse (408) 685-1106, (415) 420-6967 (boat).

36-FT TRIMARAN in excellent condition, VHF, knot, depth, log, AC/DC panels, inverter, Yanmar diesel, propane stove/oven. Fridge, BBQ, 5 bags. LPU throughout. Liveaboard or ready to cruise. Slip available. Priced \$10,000 under survey: \$20,000 b/o. (415) 366-2938.

50-FT FOILS OCEAN RACE TRIMARAN. 8 sails, autopilot, VHF, Loran, microcomputer & much more. Must sell reduced. \$50,000 b/o. Call Pierre (415) 736-8093.

MUST SELL IMMEDIATELY. 50-ft race AW trimaran, pro-built, fast, many sails in good condition, watermaker, generator, 4 AP, Nav computer, VHF, AM/FM cassette, alarm & more. Price reduced from \$75,000 to \$55,000. Call Pierre (415) 736-8093.

POWER & HOUSEBOATS

FOR SALE OR TRADE, 1984 Bayliner 16-ft bowrider, 85 hp, trailer, great ski, fish & fun boat. Lots of upgrades (call for list). \$4,500 or trade up or down for 23-ft+ trailerable sailboat. Call (415) 827-0757.

27-FT BAR TENDER, double-ended powerboat - V-berth, V8, gas Ford. \$4,500. David 331-1280.

47-FT LIVEABOARD. Sunny, spacious motor cruiser w/beautiful galley, microwave oven, propane stove, refrigerator & freezer, full shower & tub, washer/dryer, oak panelled interior, fully furnished, 110/12v. Hull in good condition, exterior needs work. \$32,500. (707) 746-5712.

PARTNERSHIPS

1/4 SHARE OF A 55-FT CHEOY LEE motoryacht in the best city-front location. 4 staterooms, 3 baths, large living area & aft deck. Panoramic view of the city & bay. Write for details to: "Chartwell," 542 Plumas St., Reno, NV 89509.

PARTNERSHIP IN HUNTER 31 SAILBOAT. 1/3 interest in 1983 Hunter 31-ft sloop. Berthed at South Beach Harbor, S.F. Flexible time. Approximately \$250/month. Equity interest negotiable. Call Darryl (408) 773-9089.

1/4 SHARE ERICSON 27. Located at South Beach Harbor, berth G2, nearest to entrance. Atomic 4, all lines aft, newer sails, good bottom, well-maintained, seldom used, great way to start sailing! \$4,000 plus berth \$40/month. 695-0456.

PARTNERSHIP AVAILABLE: Morgan 38 fully equipped for bay/cruising. Turnkey operation. Sausalito slip. \$2,500 down plus reasonable monthly. All you do is step aboard & sail. Call Jack (415) 232-6107.

TIMESHARE COLUMBIA 26 MKII, clean, comfortable, well-loved, & very well-equipped. New Yamaha o/b, roller furling & rigging. Emeryville berth. Great bay cruiser or hideaway. I maintain, you sail. \$150/month plus security. Call Rob (415) 652-9095 (after 5/8).

MASON 37. Buy 1/2 my traditional cutter imported by Hans Christian, at below market. Radar, Loran, Autohelm 7000, depth, speed, h/c water, color TV, microwave, spacious master stateroom. Keep in City or on peninsula. Want long-term partner, experience & references required. Initial trial period. Flexible on sharing use. \$34,000. (415) 969-3069.

BOAT USE WANTED. Will exchange private, protected deep water Tiburon slip for shared use of your 27 to 40-ft sailboat in good condition. Congenial, experienced couple will provide some routine maintenance. (415) 435-1023.

CENTURION 42, 1987. Two 1/4 partnerships are available in this luxurious yacht built by Henri Wacquiez. Sausalito berth, professionally maintained, all amenities, like new condition. Two professionals looking for 2 more experienced sailors. Call Gordon for details (415) 653-5727 (eves).

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TRADE

FOR SALE OR TRADE. 1975 Columbia 45. Bristol condition. Offered by owner. Listed at \$110,000. Make offer. (415) 684-3998.

TRADE 1969 CHEVY IMPALA for sailboat. Complete, ready for restoration. Would you rather fix up a near classic than your boat? I would rather fix your boat. Let's deal, call evenings (916) 823-3822.

BEACH FRONT - TRADE exclusive Sea of Cortez property near La Paz for ocean cruising yacht. Call (415) 331-0120.

LICENSED CAPTAIN WILL EXCHANGE FREE 50-ft deep water dock space for occasional use of 20 to 25-ft sailboat. (707) 226-9853.

TRADE 1973 JOHNSON 20 HP w/remotes in excellent condition for 9.9 long shaft w/remotes in similar condition. 296-9210.

SUN VALLEY HOME will vacation swap for boat in tropics. Would like to trade our very comfortable 3-bedroom year-round home 15 minutes from Sun Valley for a sailing vacation on approx. 40-ft+ sailboat in the Caribbean, Mexico or Pacific. If interested, please call John (208) 788-9007.

PRIME SAN JUAN ISLAND water view home, 3 bedroom, 2 bath, 1 acre lot. Beach access, mooring buoy near Friday Harbor. Partial trade for 40+ sailboat or sell for \$225,000. Also Morgan 38, \$65,000 b/o. (206) 378-4084.

WANTED

CRUISING GEAR WANTED: Windvane, liferaft, outboard, South Pacific charts, feathering prop, main, mizzen & drifter-gennaker for Westsail 42 ketch, swim ladder, EPIRB, wind generator, Datamarine or B&G, spinnaker pole, GPS, ship's clock & barometer, anchors, etc. (415) 346-9563.

SAILBOAT TRAILER: For 35-ft keelboat, 8K to 10K lbs GVW w/minimum 6.5K lb. load for long road haul. Prefer tandem axle w/surge brakes, good to better condition. (415) 348-1170 (eves).

OFFSHORE SAILING INSTRUCTOR wanted by S.F. couple leaving in August for 4-year circumnavigation on Bristol 43.3. Trade your knowledge & experience for fun bay area shakedowns & possibly joining us on Leg 1 to Hawaii or Marquesas. (415) 346-1541, 346-1483.

DOCUMENTARY FILMMAKERS. Making a film on maritime folklore, need sailboat 30 to 40-ft for research. Tax deductible to non-profit group. Call Frank (415) 571-6436.

F-27 CHARTER ON S.F. BAY. Responsible, cautious, experienced sailor looking to bareboat charter F-27 on weekends. Call Jeff (415) 652-8149, x2140 (days), (415) 479-9723 (eves/wknds).

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LIVEABOARD WANTED. Professional single man, 36, seeks sailboat in Marin, preferably Sausalito. Some maintenance and/or slip fee in exchange. Quiet, neat, considerate, no sailing privileges required. Call Tim (415) 491-9119 (lv msg).

8 TO 10 HP LONGSHAFT O/B. (408) 257-9270.

NAVIK SELF-STEERING VANE for 27-ft Albin Vega. (415) 364-3759 (lv msg & price).

USED GEAR

CRUISING SPINNAKER & STRANGLER 3/4 oz. off Islander 36. Sobstad sailmaker used once, \$1,100. Martec folding prop 14 x 14, \$200. (916) 652-6386.

SANTANA 22 racing sails by North for sale. High tech, many extras, low mileage, 3 yrs old, maintained well, good condition: class jib, 124%, \$425; mainsail, \$300. Perfect for daysailing & novice racing. Upgrade now! Call Mike (415) 967-7886.

HOOD GEMINI HEADSTAY FOIL size #8, 49'11", \$250. Call Cliff (415) 552-0293.

GENOA (135) for Ranger 27 or Catalina 27. Luff 31.3-ft, leech 27.6-ft, foot 18.1-ft, LP 15.6-ft. Nearly new - by Hood. Furling gear (Cruising Design) for Cal 34. Good condition. (415) 327-8086.

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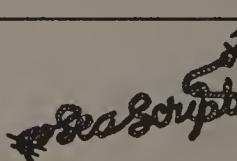
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FURUNO 200 FG, Mark 3 paper flasher, \$150. Wanted: 5/16" chain (BBB or High Test), and 2-burner propane stove w/tanks & controls. (408) 446-9363 (after 5 pm).

USED SAIL: looking for a great deck sweeper! Large genoa from 1960's ketch made of light Dacron (foot 43-ft, leech 43-ft, luff 37-ft, 750 sq. ft.). First \$150 takes it home from Sunnyvale. Also available a Pelican 245 dinghy, better than new, 8-ft fiberglass from Canada, \$350. Call Martin (408) 732-9236.

BRITISH LONG-SHAFTED SEAGULL outboard, excellent shape, \$400. Antique bronze outboard mount for wooden sailboat, \$200. Misc. bronze fittings. (209) 333-9200.

GEAR - SATNAV (RDI) power miser, full feature, little used, \$600. Genoa (LEE), 38 x 33 x 23, 6 oz., excellent, \$600. Zodiac (Seri-1), 10.2-ft, excellent, \$600. Call Carl (707) 444-3979 (Eureka).

SATNAV: Magnavox 4102 in excellent condition. \$1,050 including antenna. (415) 331-1839 (days/evens).

SPINNAKERS. 45-ft luff, .5 oz., .75 oz., .85 oz. & flanner. Good condition, \$900 each. B&G 190 computer unit, \$350. Stainless steel kerosene stove, \$250. Micrologic 5500 Loran, \$100. NEC telephone pager, \$100. Need small 110 refrigerator. (415) 536-8248 (evens).

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QUITTING SAILING. Selling #25 CQR anchor, 250' 5/8" nylon rode, EPIRB & other safety & cruising gear, Martec folding prop (18d x 12p LH 1" shaft), rigging, misc. Call Ernie for 2-page inventory (415) 226-1183 (days), (415) 791-5194 (evens).

GOOD USED J24 SAILS, 2 Lewmar 30 self-tail winches. 365-3091.

BALMAR PC-100 Aqua-Pac water maker & DC generator. Makes 20 GPH fresh water & has 100 amp battery charger. Electric start Yanmar diesel engine w/manual backup. Brand new, still in box. Save over \$1,500. \$5,500. (415) 367-9834.

MARTEC FOLDING PROP, 20 x 16, for 1 1/4" shaft, \$400. NCS/Intech SatNav, \$350. Wanted: 8 to 9-ft hard dinghy (F/G) or trade for the above. 924-9727.

200 HP JOHN DEERE DIESEL, 6 cyl, only 50 hours total time. Hear it run! \$10,000/offer. (415) 522-0544 (Alameda).

3-BURNER KEROSENE STOVE W/oven, Kenyon Marine Homestrand #205365, stainless steel w/2 gallon tank, hose & gimbal mount, good condition. \$250. (415) 323-3551 (evens), (415) 859-3901 (days).

1/2 PRICE CRUISING GEAR: 6-man cannister liferaft just certified. 3-burner gimballed stoves w/ovens (propane, 120v), depth sounders, knot-logs, VHF, marine 2-way radio, hauler-foghorn, AM/FM stereo cassette, gimballed 3" compass, medium size winches, etc. 995-2346.

TAMAYA SEXTANT, \$400. Achilles SPD4AD, used 4 mos. w/Suzuki 8 hp, \$1,250. SatNav A310, \$650. Misc. sailing gear. (707) 557-7783.

130 MYLAR JIB FOR CATALINA 30 or similar boat. Like new (used 4 times), \$600 b/o. 677-6304 (days), 885-6811 (evens/wkends).

MAST, 30-FT, spruce, w/mast step, boom, single set of spreaders. \$750. Call Ted (415) 326-1430.

PERKINS 4-107, head exchanger, alternator, starter, running when removed from boat one year ago. \$395 b/o. Call Dave (415) 522-3957.

VENTURE 21 GEAR: Full boat cover, \$75; mast \$50; boom, \$25; trailer (needs a little work), \$200. (415) 458-1933.

LIFERAFT, AVON 6-PERSON, cannister, double floor, Epac, 2 yrs old, \$2,500. Autohelm 3000, \$300. EPIRB, \$100. Spinnakers for Islander 37, 0.5, \$250; 1.2, \$350. Mast to transom boatcover, fits I37, \$350. (415) 493-6394.

CENTERBOARD & TILLER FOR EL TORO or other small sailing dinghy. Custom crafted of fine maple. Like new: only used twice. \$75 for both. Call Steve (415) 383-0903.

J24 NORTH SAILS, unused set, Mylar genoa, \$2,500. Perfect tested, certified Avon 6-person offshore liferaft in flat cannister, \$1,800. Vetus hydraulic pump & ram, \$400. Thornycroft diesel, 65 hp, excellent operating condition, \$1,000. Heavy-duty Delta table saw, like new, \$400. Santana tandem bike, top of the line (cost \$3,000), new condition, \$1,500. 6-ft teak entertainment center, \$250. (415) 697-5382.

ATOMS WIND VANE w/servomotor & flux gate compass. \$850. 331-5907.

ANCHOR WINDLASS, 2-speed, double acting, rope & chain, \$300. Sitex A300S SatNav, battery replaced last fall, \$400. Both used one season in Mexico. Call Tom (408) 256-1443 (days), (415) 225-5185 (evens).

YANMAR YSM 12. Good condition, overhauled Dec. 1987. Asking \$1,250. Located Richmond Boat Works. (415) 232-5800, 589-5560.

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EAGER AUSTRALIAN MALE, age 28, w/more desire than experience. Have travelled Europe extensively (looking) hoping for crewing position aboard yacht heading for long term international voyage. Willing to work hard & learn. Call (415) 349-6998.

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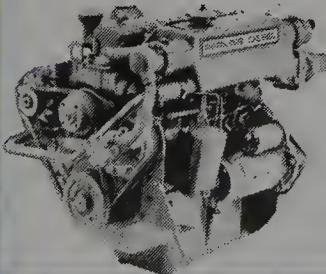
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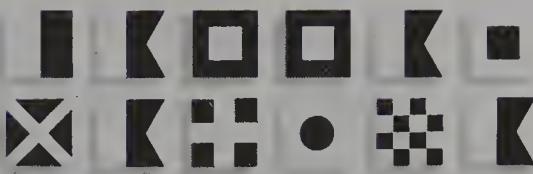
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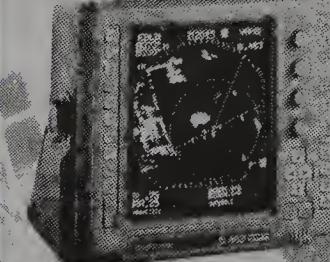
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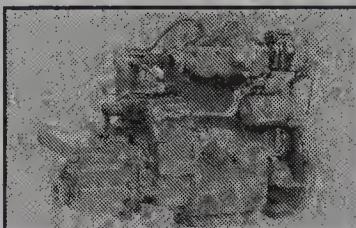
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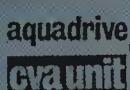
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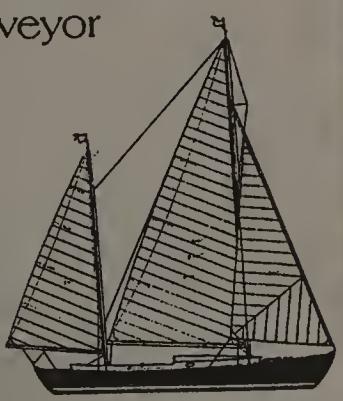
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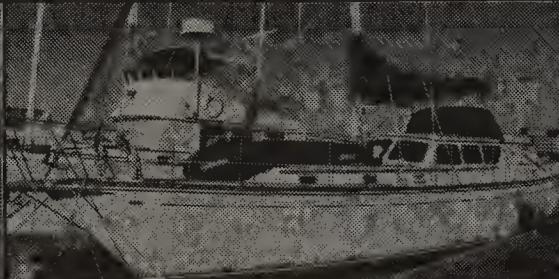
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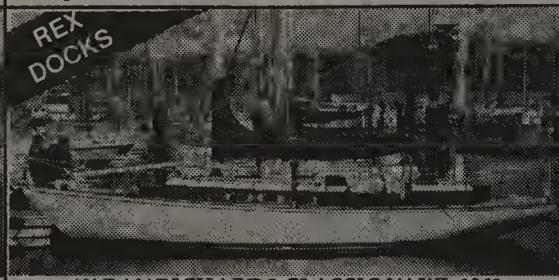
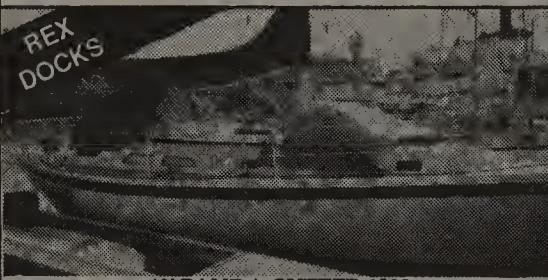
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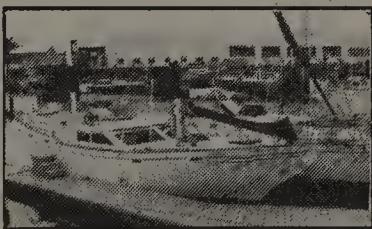
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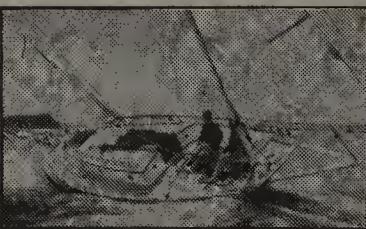
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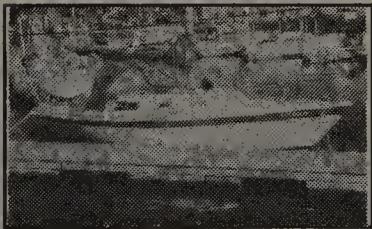
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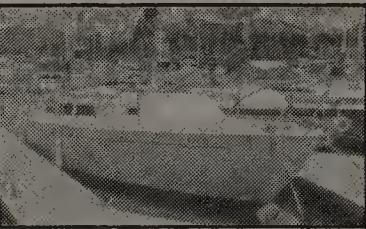
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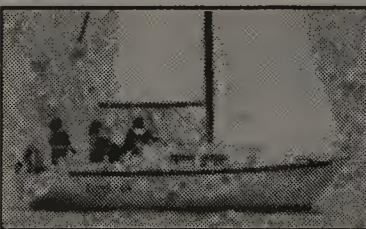
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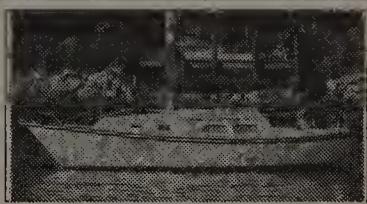


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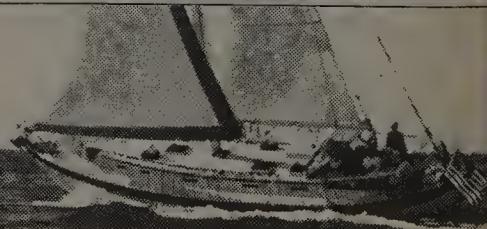
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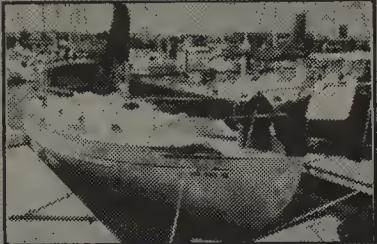
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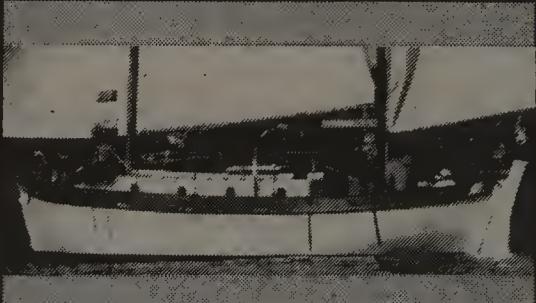
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32'	WESTSAIL, loaded	\$ 49,000
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28'	STONE HORSE CUTTER, at our docks	\$ 14,500
27'	VEGA SLOOP	MAKE OFFERS
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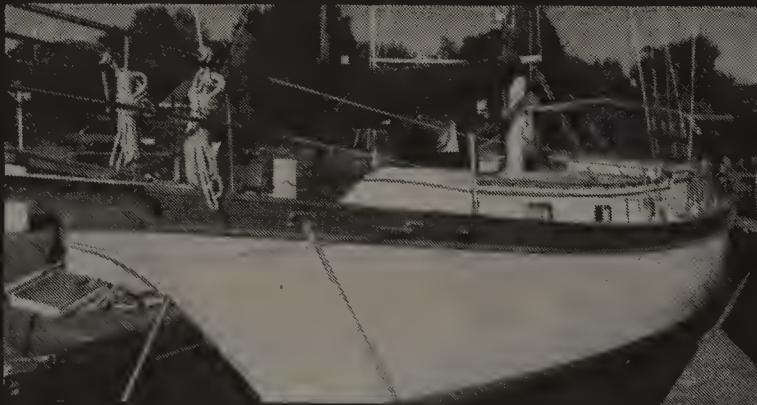


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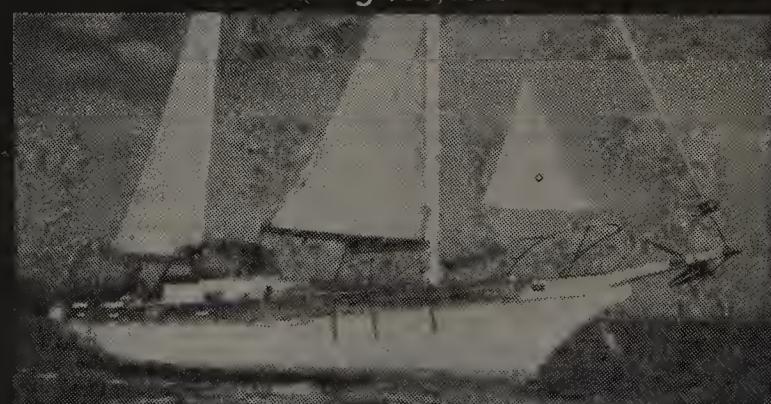
32' ALDEN MOTORSAILOR

1968 by Cheoy Lee. Fiberglass. Diesel. Steering inside and out. Clean. Asking \$38,500.



34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.

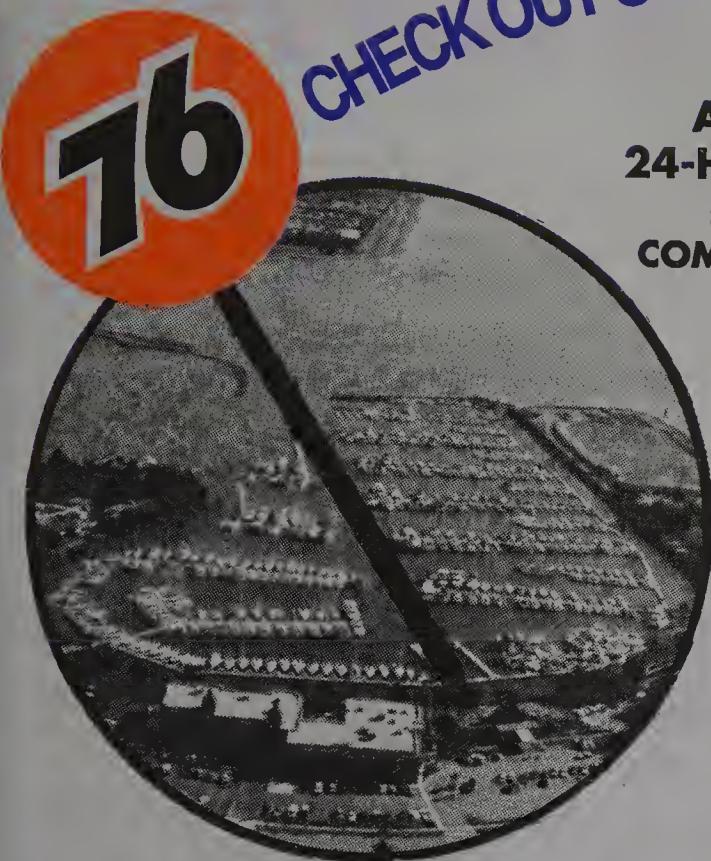


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